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CONTENTS.

Birth, Marriages and Deaths.

Leading Articles:—
The Japanese Exhibition.
Sir Robert Hart.
The Philippine Policy of Isolation.
Plague in Hongkong.
Some Local Questions.
Our Annual Misfortune.
Hongkong's Finances.
The Foreign Trade of China.

Telegrams:—

The Rising in Yunnan.
Explosion at Nanking.
Christian Converts in Conflict.
Chinese Telegraphs.
Government Victory.
Rebels Dispersing.
Kwangsi.
Heat in Peking.
Constitutional Government.
Empress Dowager as Matchmaker.
Empire Day in Shanghai.
China and Annam.
Threatened Strike in Amoy.
Obituary.
Yunnan Rebel Chief.
Affray in Shanghai.
A Seven Days' Siege.
A Japanese Gift.
The Shanghai Outrage.
Imperial Pleasure.
Unrest in the North.

Meetings:—

Legislative Council.
The "Star" Ferry Co., Ltd.
Sanitary Board.
Lane, Crawford & Co., Ltd.
The Yangtze Valley Company, Limited.
Kulangs (Amoy) Municipal Council.

Legal Intelligence:—

The Shatin Triple Murder.
A Comproder's Commission.

Police:—

An Infamous Vagrant.
A Butcher Thief.

Correspondence:—

The Public Health Amending Bill.
The China Commercial S.S. Co.'s Annual Dinner.

Miscellaneous Articles and Reports:—

"An Act of Righteousness."
S.S. *Tenyo Maru*.
The Japanese Boycott.
Plague in Kowloon.
Kowloon-Canton Railway.
Lawn Tennis at Mico.
Supreme Court Vacation.
Trade Marks in the East.
Landings of Goods in Hongkong.
Harbour Collision.
The Yarn Lottery.
Private Mooring Buoys.
Chinese Seamen.
Obituary.
Another Magician.
Hongkong-Singapore Quarantine.
Raub Crustaceans.
A New Industry.
Fatality at Hung Hom.
Italian International Exhibition.
Typhoon Refuge.
The Royal Sanitary Institute.
Marine Court.
Typhoon Warning.
Volunteer Corp. Orders.
Canton Day by Day.
The Opium Question.
Oil Mill Abolish.
Riot in Hankow.
Serious Fire at Shanghai.
Manchurian.
National Bank of China.
China Traders' Insurance Co. v. Allianz Insurance Co.
The Imposition of Trade-marks.
Workmen's Riot in Japan.
Japan and China.
Japanese Cotton Spinners.
The Repatriated American Japanese Loan.
The Docks at Dalny.
Death of Mr. W. Graham.
Japanese Trade Depression.
"Zola" in Japan.
Cement Tenders.
Chinese Rebels.
Japanese Insurance.
Commercial:—
Weekly Share Report.
Yarn Market.
Exchange.
Local and General.

the foreign exhibitions have been entirely under the control of the Imperial Government, hence they have been quite different from those in Europe and America, which are planned and carried out by private enterprise. In this respect the coming Grand Exhibition of 1912 is no exception to previous precedents on the part of Japan, and will be entirely a Government affair. The style and name of the coming exhibition—the Grand Exhibition of Japan in 1912—have been adopted in order to keep as much as possible in the background the name of international exhibition, not giving any sign of having the full scope and extent of an international exhibition. The reason for not styling it an international exhibition is explained by the fact that the present condition of Japan is not sufficient, in fact does not entitle it to boldly assume the gigantic responsibility of extending an invitation to all the nations to assist in the exhibition, because the railway accommodation, hotels, streets and sanitary system are not in a suitable condition to accommodate a great influx of foreign visitors, who are used, when visiting foreign exhibitions, to receive all accommodation, comfort and conveniences in Europe and America. In an address at a dinner to the Foreign diplomatic representatives in the Capital, on the 21st November last, at the Peck's Club, Viscount Kaneko said:—"Unfortunately we have never had any such experience as entertaining a large international assembly, but at a certain period of national history, it becomes necessary for the country to invite all the nations to come together, and participate in an international exhibition, and by the assistance of the Governments and peoples of foreign countries, the country which extends the invitation might excavate and open up its hidden resources, and thereby increase its foreign trade. For this reason an international exhibition is much needed in a new country: It is a factor in the educational arena of the world of commerce. The people of one country study all the products of the other, and learn the method and processes of manufacture thereof. To be sure, Japan has old tradition in history, but is very young in her admission to reap the fruits of Western civilization. Consequently, we cannot abstain, in spite of our national lack of accommodation and social comforts, from having an exhibition pretty much on the lines of the international exhibitions of Europe and America. We need the assistance of Western nations, and the peoples from all parts of the globe. Moreover, our participation in these foreign exhibitions, beginning with Vienna in 1873 until that at St. Louis in 1904, brought to us beneficial and material results, in an increase of exports and imports in connection with foreign countries. Therefore, every time we participated in foreign exhibitions, the result was the benefit of Japan as well as doubtless, of all the foreign nations represented." Continuing his speech Viscount Kaneko explained that at this juncture, it was most necessary and important that an Exposition in the nature of an international one should be held. As in the sixteenth century, the world's commerce was concentrated in a small narrow space of the Mediterranean, but on the discovery of America, its centre was shifted to the Atlantic, so in the latter part of the nineteenth century, the world's commerce has shifted to the Pacific at the opening of the Far East. Asia has now become one of the most important centres in the world of commerce, and Japan by her geographical position is in easy access to the continent of Asia, to the archipelagoes in the Indian Ocean and broad Australia. On the east, there are the two Americas. The Pacific Ocean is now the common pond, where all the nations are centering their energy to expand, and in the centre of this Japan stands. So it is their bounden duty, in the opinion of the noble Lord, to collect all the products of Asia in one focus, and show all the nations concerned in the Asiatic problem what markets are before them. And by inviting all the nations to participate in the coming World's Fair, European merchants and American business men may find out many articles of merchandise which they can export, and they would also discover many manufactured goods, as well as agricultural and mineral products, fit for importation to Europe and America in return. The European colonies in the East are, moreover, coming to the front in the world's commerce, and this is particularly so in the Far East, because the colonial trade with Japan—by which is meant the trade of Japan with the European Colonies—is increasing year by year with rapid strides, and in the coming Exhibition it is hoped to make a special point upon this trade. Again, a large part of the resources of China, Siam, and Korea are still unknown to the world at large; therefore, the Governments of China and Siam were asked to bring all their products, in order to make the Exhibition as genuine and unique a show as possible. In regard to the articles of exhibit, they are specified under five categories—Education, science, machinery, electricity and manufactured goods. Of course, any nation can erect a separate building at its own expense, where it may exhibit articles, irrespective of the five classes. America, as *Feuter* advises, proposes to spend on her section \$5,000,000. As for the five classes mentioned, the Imperial Government expects to erect the buildings with space enough to take in all articles coming under the five heads, but as to the display of such exhibits as agricultural, mineral or fishery products, it is an earnest wish of the Imperial Government that the foreign Governments may, if they special buildings, and furthermore such buildings should be built entirely in the style, so as to show their national characteristics. It is desired that each building will show its own peculiar architectural art, so as to have the best models of European and American architectures on the Exhibition grounds. Concluding his post-prandial address to the Foreign Ministers, Viscount Kaneko said:—"By this Exhibition, we hope to show our gratitude towards our benefactors of Asia, Europe and America. During the last 1,500 years, Indian religion and Chinese philosophy, introduced by Chinese and Koreans to Japan, have built up the intellectuality of the Japanese race, thus enabling us to grasp the principles of modern science, brought to us from America and Europe fifty years ago. Had we not had Chinese or Indian influence, we might not be able to reap the fruits of Western civilization, and thus through the influence of the two civilizations, we are now recognized as one of the modern nations of the globe. Wherefore we expect to make the coming Exhibition, a great national opportunity to tender our deep gratitude to our benefactors in Asia, Europe and America. Whether we are prepared or not to invite all the nations to come together and to participate in the coming World's Fair, we expect to show our gratitude, and at the same time to show our earnest desire—I might say, our national aspiration—to engraft Western science upon Eastern culture, and to blend together and assimilate the two types of Oriental and Occidental civilizations. By so doing, the culture and science of the two hemispheres will meet, not in conflict but in harmony, and enable us to share in the intellectual achievement and material prosperity of the twentieth century. It is our hope that as the result of our earnest and persevering efforts in the coming Exhibition, we may contribute something to the world's commerce, to the progress of mankind, and to the universal peace."

SIR ROBERT HART.

(25th May)

The departure of Sir Robert Hart from Peking, even though it be only for a year, leaves a void in the Imperial Maritime Customs staff having been refused—an event that is of great interest to all in Peking, or in China, or who have any concerns with that vast Empire. A Kuang-pao has been a power in the land, whether his remarkable career is looked at from the Chinese or the foreign point of view. As a leading figure in the history of the Customs, which are too well known and appreciated by our readers to need recapitulation in these columns, it is pointed out that it is not only as Inspector-General of Customs in China that Sir Robert has received world-wide recognition and distinction. That position, made him, as has been truly said, "the permanent trustee of foreign interests in China"; but he was much more than that. For many years he was the acknowledged intermediary between Western nations and the Chinese Government, even to the extent of negotiating peace, for it was his negotiations in Peking, seconded by the able work of one of his Commissioners in Paris—the late Mr. J. D. Campbell, C.M.G.—that terminated the "Prisoners' War" with France in 1885. Earlier in 1876 at the signature of the Chefoo Convention, and in many a later document, his hand could be traced. In performing his manifold tasks his warm sympathy and practical mind did much for the Chinese race. As *The Times* truly points out, no Oriental nation was ever more loyally or more scrupulously served. We wish we could think that the abounding value of his work is properly appreciated in the Middle Kingdom, but the painful labours of the European in the East are too often set at naught by those he seeks to benefit. Frequently he builds but for destruction, and that may, after all, be the ultimate outcome of the glittering instance of Sir Robert Hart. In noting the conduct of the magnificent service he built up, we may adopt a line from the new volume just issued from the pen of Mr. H. B. Morse, the Statistical Secretary of Chinese Customs, who correctly asserts that Sir Robert's "rule has been a benevolent despotism, tempered at times by legislative representations." He brought wonderful qualities to his task, and he stuck to it, as he most indomitably way. He was practically always at his post at Peking. Amidst an atmosphere of stagnation and corruption, the Imperial Maritime Customs grew to be a shining example of official honesty, promptness, and just treatment, an abiding object lesson in a land riven with mismanagement. Yet he loved that land, and the people he has served so well, ardently and devotedly. If there may be some waverings and a lack of that discrimination which was one of his strong characteristics—these from the land of "him," his advice came from the heart. In the words in which *The Times* closes its lead, we may repeat: "He has wrought order out of chaos, he has helped to teach the East that 'Act can appropriate' its ideals, and, if his sympathies sometimes have been too exclusive, he has deflected towards the dawning light of regeneration in China, he has yet given us one more proof of the great work a single resolute man still can accomplish in the dark and tangled places of the Orient."—*L. & C. Express*.

THE PHILIPPINE POLICY OF ISOLATION.

(26th May)

For long it has been recognised in shipping circles that when the time was ripe the Philippine Islands intercolonial trade would be closed to foreigners and, according to a recent telegram from Washington to Manila, it would seem as if that period was fast approaching. The telegram in question was to the following effect: "The National Association of Manufacturers, in session, passed a resolution 'advocating the closing of the Philippine Islands to foreign trade.' The convention discussed the matter of the expansion of American trade throughout the Orient and the matter of the reduction of the Philippine tariff. In view of the fact that the Treaty of Paris, which Spain is guaranteed the same rights of trade in the

Philippine Islands as those enjoyed by the United States, is to expire on the 10th December of the present year, and consequently a new tariff and trade arrangement with the archipelago is to be enacted by Congress, the convention sets forth that it is the desire of the United States that the trade of the islands be secured to American merchants in exchange for tariff concessions. The precise meaning of that resolution is somewhat obscure unless we assume that the intention is to create a tariff wall of sufficient height to exclude goods of other than American origin. That is, of course, protection naked and unashamed, but we rather fancy that the people in the Philippines will not be tamely content to consent to this purely one-sided proposal. It is ancient knowledge that the merchants and planters of the American dependency have been clamouring for a reduced tariff on sugar and tobacco, possibly also on other island products. They have sent deputations to Washington to argue the point with the representatives in Congress, but all to no purpose. The sugar and tobacco trusts proved far too influential for the deputies from the Philippines and their mission had, perforce, a sorry ending. Is it then to be believed that what the great manufacturers of the United States refused to the islanders will be demanded by themselves? That the people in the Philippines will be restricted to trading with the United States while those in the latter country deny similar advantages to the colonials? There is a suggestion about a new tariff and trade arrangement being arrived at, but that is probably only the proverbial sprat to catch the whale. The *Calcutta* seems to take a favourable view of the representation in question, after speaking of the constitution of the National Association of Manufacturers as follows: "This association of American manufacturers is one of the strongest forces in the way of tariff reduction to be found in the United States. The fact that this organization has turned its attention to the trade of the Philippine Islands augurs well for the trade of the islands in more ways than one. In the first place, it indicates that American merchants are waking up to the fact that the trade of the islands is worth going after, a thing they do not seem to have realized up to the present. On the other hand, it is an evidence that this association understands that Congress is determined to cut out the tariff between the United States and the Philippine Islands as soon as the Treaty of Paris expires. That may be so, of course, but the probability is that the major advantages will fall to the United States, while the islands will obtain a position of the crumbs. Preference may be all very well in its way, but we are inclined to question the wisdom of attempting to cut out the trade with Hongkong and Australia. Were the trade with Hongkong eliminated, the service of steam communication with this Colony would in all likelihood be greatly curtailed, which would not be to the advantage of the Philippines, whose fleet of merchant vessels is of the microscopical order. If we remember rightly, the proposition to restrict the intercolonial traffic of the islands was shelved until 1910, but even then it is doubtful whether the native merchant service will be of sufficient size to meet the requirements of the people, so that the last state of the colonials is likely to be worse than the first. Certainly, the foreign vessels at present trading to the Philippines might find it convenient to change their register and fly the United States flag, but that would not be very helpful, for the idea is contemplated, of prohibiting the employment of foreigners as engineers and assistant engineers in the inter-island trade of the Philippines. The proposal, according to our Manila contemporary, was referred to the navigation committee of the Assembly and has now been reported back to the house with favourable comments. In its report the committee states that the Bill 'meets with the spontaneous approval of the committee because it tended to nationalize the service of naval engineers.' It considers the Bill a very patriotic one. 'We have,' says the committee, 'a large number of apt, able and responsible Filipino engineers whose places in our inter-island craft are occupied by foreigners, and there is therefore no excuse for the employment of the foreigners.' The continued employment of foreign engineers in our inter-island vessels places, to a certain extent, a stigma of incapacity and irresponsibility upon our national engineers. The Bill provides that, on and after July next, no license or certificate of service shall be issued for any person who is not a citizen of the United States or of the Philippine Islands, nor will the renewal of such a license or certificate, formerly granted to permit for engineers and assistant engineers in the inter-island service. Foreigners who shall have married native women and raised families prior to April 11, 1899, shall not be disqualified to act as engineers and assistant engineers in this service.' That is drastic enough, and indicates the tendency to close the door against all foreigners. What with trade restricted to the United States, the merchant service brought under the American flag, the inter-island traffic cut off from foreigners and even the officers limited to those of American or island birth, the Philippines should at no distant date resemble a sealed boat. And yet with all this, the American merchants in the Philippines are carrying on a 'boycott' campaign to protect the merits of the islands to the outside world. One wonders whether they really believe their end is justified, or whether they evince such a warped hatred of foreigners, that they are prepared to sacrifice the interests of the islands to a purely selfish and narrow policy."

PLAGUE IN HONGKONG.

While we do not wish in any respect to be considered alarmist, it is evident from the latest returns signed by Dr. Pearce, the Medical Officer of Health in Hongkong, that plague in the Colony is this year carrying off an extremely large number of victims. Some two years ago, Sir Matthew Nathan, who was then Governor of Hongkong, addressed certain remarks at a meeting of the Legislative Council in the course of which he deprecated the occasional reference in the Press to the prevalence of the disease, and almost seemed to suggest that its annual recurrence was due to the periodical reference which was made to its existence. Of course, that view was absurd, for the simple reason that the countries which imposed quarantine restrictions against this Colony were equally able to obtain accurate information on the subject of plague as the Press in Hongkong. And, moreover, it is little to the purpose of the Government to blink the facts of the situation. The very circumstance that publicity is given to the actual condition of affairs is calculated to induce wise and thoughtful readers to exercise every precaution in their respective households in order that the disease may be kept at bay. According to the latest returns which we have just received there were no fewer than 114 cases reported to the sanitary authorities last week, and of these the deaths numbered 95. The unfortunate patients included a Jew, an Indian, a Portuguese, two Japanese and 109 Chinese. Up to the present time the cases reported amount to 384, of whom 323 succumbed to the malady. This is undoubtedly a very serious state of affairs, especially in view of the fact that the hot season, which is the most fertile season for the propagation of plague, is only beginning, and the worst aspect of the matter is that the disease appears to be claiming additional victims every day. Whether anything can be done to reduce the mortality or not it is hardly for laymen to say, but every resident will sincerely trust that no effort will be left untried to secure this most desirable result. For example, to show how the disease has been spreading, we have a return from the Medical Officer of Health showing that during the past three days the plague cases have increased from 384 to 427, which is very disquieting news, and the death percentage is, as usual, very high. No doubt that is due to the fact that the patients are only caught when at the last gasp, but it only emphasises the necessity for increased care on the part of those citizens who are not within the infected areas, but who may have to come into contact with the coolie class. The principal method to ensure a healthy condition of things is to maintain a high standard of sanitary efficiency and without the co-operation of each individual householder the exertions of the Sanitary Department must prove nugatory. Bubonic plague has been stamped out in other places and there is no reason why it should not be stamped out of Hongkong, despite the proximity of Canton and the other immediately adjacent treaty ports of China.

SOME LOCAL QUESTIONS.

(27th May)

Of the several important bodies in Hongkong whose duty and interest it is to guard the ordinary privileges of trade in the Colony none can have a higher claim to public regard than the Chamber of Commerce. It is true that most of their meetings are held in private, which is contrary to all custom in the Mother Country, but occasionally a glimpse of light is afforded, and yesterday evening, when it was absolutely impossible to submit the proceedings to our readers, we received an official account of what had been happening in Committee and in camera during the past month. It is the fate of most people to be thankful for small mercies, and, of course, we are as thankful as possible. It happens, however, that this belated report is particularly interesting in many respects. Some time ago, long before the knowledge of the fact was general property, before the Government or the people actually engaged in the matter, were aware of the fact, we gave particulars of the extraordinary scheme originating in Japan, whereby it was proposed to foster the sale of Japanese yarn by the inducement of lottery tickets. In the first instance the prizes were to be in hard cash, but when it was found that was against the laws of British colonies, an attempt was made to ride the usual coach and four through the law by compounding for additional goods. We pointed out the iniquity of the scheme, and to the credit of the English newspapers in Japan and most of the principal vernacular Press, the proposal was denounced. But it must be borne in mind, only after the exposure in the columns of the *Telegraph*, the Chamber of Commerce, as well as the China Association, took the matter and, in their corporate capacities, brought the question before the Government, which was by no means slow to move. The letter which appears under the signature of Mr. F. H. May, the Colonial Secretary, is dated 18th May, but we are in a position to state that long before that date action had been taken, and taken with such effect that had any Japanese yarn of inferior quality been landed in the Colony there would have been, to say the least, wall, cough, and sneeze. It was doubtful in the mind of the man in the street whether the "bonus" offered was against the terms of the Gambling Ordinance, but evidently the legal advisers to the Crown found a section which covered the action of the Japanese and provided against such an illegitimate interference with rational competition. Although the Colonial Secretary's letter is dated only nine days back there is an exceedingly illuminating paragraph which puts the whole matter in a nutshell. It runs: "The police have not succeeded in discovering cases of such large lotteries, but it is not unlikely that the matter may be brought to light in the near future. The police are being urged to search for the information which might be of use in the matter."

Justice fretting and fuming at what he is pleased to call the "absurdity" of the situation, and, as a result, the "Press of Hongkong" was temerarious enough to suggest that the Court vacation was already sufficiently long without another month being granted—that the Court over which his Lordship presides sits less than six months a year. As it is—the criticism levelled against his argument is described as "unjustifiable," and the Chamber of Commerce is obligated for communicating the nature of the Chief Justice's correspondence to the Press. There are always two sides to a question, but surely if the head of the Government in Hongkong thinks it proper to consult a body of gentlemen who are representative of the entire Colony—for none of us here are gilded aristocrats, except the latest stratum—it is also proper that the terms of the official communication, and the answer thereto, should be given to the public. In this case, it was to the public's interest to learn the facts, and the Chamber of Commerce would have been failing in its responsibility which the members have voluntarily assumed if they had withheld news regarding the views of the Chief Justice. Not only that, but the Government and, in particular, the Governor, are to be commended on their admirable action in requesting the opinion of the merchants of Hongkong as to whether the Bench of the Supreme Court should receive an extra month's holiday super-added to the six months odd it already enjoys. The Chief Justice, in his epistle to the Chamber of Commerce speaks of the "studied discourtesy" of the replies he received, but we have failed to find any, unless it be the studied discourtesy to object to any suggestion by the Chief Justice's judiciary. His Lordship also confesses that all his requests for the names of the signatories to the "memorial" against the proposal to extend the legal holiday from six to seven months were put and asked *ex gratia*, for he had them all up his sleeve. And why, they were nobodies, with no status whatever, so they need not count, but the Chamber of Commerce foolishly thought different and even agreed with them; and had the courage of their opinions and said that the holiday in question was ridiculous. What the other people whom they represented thought about the matter is a matter of common knowledge. The correspondence we are assured has now ceased, so Denmark is at peace again. With regard to the question of the typhoon shelter at Mong Kok, our paragraph in the reply of the Chamber to the Colonial Secretary states the whole case, when the Secretary says: "My Committee concur in the views expressed by the signatories to the enclosed letter as to the apparently excessive cost of the proposed refuge, and I am to state that my Committee would greatly appreciate an opportunity of viewing the plans and estimates for the scheme. They would then be in a better position to form an intelligent opinion on the subject." These seem little to be added to that, because we are all, as it were, groping in the dark at present, a condition of things which marvellously resembles our position with regard to the Kowloon-Canton railway. On the latter question, a reference was submitted by the Government as to the advisability of using large or short trucks on the railway, which was entirely in agreement with the decision of the Government to use both bogie and short trucks, for the simple reason that it would be absurd to expect that the bogie trucks would necessarily be requisitioned immediately after the completion of the line. The other subjects dealt with in an exceptionally interesting report, which we publish as fully as possible in another column, are more technical than interesting, but it is quite clear that the Chamber of Commerce, at least though it may be, is far from being inactive.

OUR ANNUAL MISFORTUNE.

That we were not unduly pessimistic or alarmist regarding the prevalence of plague in Hongkong when the article in yesterday's issue was penned is amply proved, in our opinion, by the return of the Medical Officer of Health for the last twenty-four hours. No less than thirty fresh cases were reported to the authorities between noon yesterday and noon to-day, the unfortunate record for the year up to the present date. Every one was of Chinese birth, and of the total eighteen are already dead, although that does not signify the actual mortality when this statement of bare facts is being read. Nearly all of the cases have occurred in the Central District, in contradistinction to previous years when it was the Western end of the city which was chiefly afflicted. Hongkong and Kowloon have still the unenviable reputation, which we have been discussing at yesterday's meeting of the Sanitary Board, of having a considerable proportion of the contacts. The other day a case occurred in the Central Market, and now we have the disease spreading along Hollywood Road and as far as the Praya East. But there is little to be dreaded by those who exhibit a brave heart and keep the twelfth commandment of cleanliness. For the benefit of those who may be in repitiation, we may state that the month of May has always been the worst of the year, so far as plague is concerned, and May will close in a few days, so that we may hope the worst is over and brighter prospects are in view.

HONGKONG'S FINANCES.

(28th May)

If we may apply a commercial phrase to the financial doings of the Government it may be said with perfect appropriateness that the Colony's balance sheet was laid before the Legislative Council this afternoon. That balance sheet is in the form of a White Book entitled "Draft Appropriation Account for the year 1907," accompanying the Supply Bill, which passed its first reading to-day. The balance sheet in question shows a saving in the expenditure of the Colony during last year of about seven lakhs of dollars on the Estimates for that year. To give the exact figures, the actual expenditure was \$5,757,203.47 against the estimated amount of \$6,431,740. The gross savings were about eight and a half lakhs, and when the actual increase of \$164,000 is set off the net decrease is obtained. The exact savings for the year, however, are given at \$480,000 in round figures. With regard to the departmental savings which are itemised and explained, one of the first details to meet the eye is the fact that there is a decrease in the expenditure of the Department of some \$75,000, which is due to the circumstance that the Government has chosen to draw a part of the salary of the Chief Justice from the Consolidated Fund, instead of from the Government Revenue, which was the practice in previous years. This is a saving of about \$75,000, which is a very considerable sum, and it is a very good example of the economy which the Government is now pursuing. Another saving of about \$100,000 is due to the fact that the Government has decided to reduce the salaries of the judges of the Supreme Court, which was a very bold move, and it is a very good example of the economy which the Government is now pursuing. 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lavish furnishing of the residence of Hongkong's magistrates and the necessity of maintaining the dignity of His Majesty's representative in this Colony. Acting appointments which have been filled by passed cadets supply the savings of the year on personal emoluments in the Colonial Secretary's Department, and it is apparent that Department is not too free with its advertising, seeing that the provision in the Estimates of \$50 for the whole year was not spent by half that amount—in other words, that the Colonial Secretary did not incur more than a fraction over \$2 a month for advertising in the local Press. The system of dual audit, involving as it does the revision of the Auditor's accounts in Hongkong and in England, represents an increase in the estimated expenditure of about \$50,000, there being a permanent increase on that score in England. As compared with the secretarial department of any of the larger firms or public companies in Hongkong, it will be seen how inadequate the pay is to the department of the Colonial Secretary. Inclusive of personal emoluments, the incidental expenses which also comprise the collection of the rates and taxes in Hongkong and the New Territories, together with the sub-department under Mr. Thomson of the Stamp Office, it cost Hongkong a trifle over \$57,000 last year, the Treasurer's Department proper accounting for only half the amount or barely £250 a month for the Colonial Treasurer and his technical staff of book-keepers, and accountants whose duties involve heavy responsibility and demand a high standard of ability. The Hongkong Office of the Colonial Secretary, with a staff of \$25,000, the main items contributing to this saving being a reduction in the allowance for extra work, a higher exchange which brought about a saving of about \$9,000 in the share of the mail subsidy, and the despatch of mails via Siberia whose transit charges were not paid, amounting to over \$28,000. Here is no good reason why the Colony even in its present straits should begrudge the \$5,000 or thereabouts for extra work by the departmental underlings who are solely entitled to such for the laborious duties they are called upon to perform in connection with the handling of the very heavy outgoing and incoming mails of Hongkong. The Harbour Department accounts for an increase of about \$3,000, which is justified by the purchase of three railway lights and buoys. The Judicial Departments show a saving of \$11,000 made up principally of the lapsed half salary of the Attorney General during a portion of the year and the vacancies in the staff of the Land Registry Office for the New Territories. The absence of police officers and magistrates leave effected a saving of \$10,000 to the Colony and the vacancies in the Prison Department of about \$14,000. But most of this saving has been wiped off by the raising of the fire float which sank in the typhoon of 1905, and the cost of the hull of the new fire float, which came to \$17,000 altogether. In round figures, the Medical Department did not exceed its estimated expenditure by \$18,000. The Public Health Commission's best work so far as realized is shown in the saving caused by the reduction in the staff of the Sanitary Department, namely, \$23,000. The scavenging of the city was also done at a less cost than estimated, as was the price paid for districts to the Colony and in this Department as a whole was \$65,000. Under education the only noteworthy item is that of the evening continuation classes whose actual expenditure was some \$3,000, being an excess of about \$3,600 over the estimated expenditure. Whether the result justified this burden on the Colony remains to be seen. A building grant for the Ellis Kadoorie School has been made to the extent of \$5,000. Considering the popularity of this school the encouragement thus given by the Government will certainly be endorsed by the community in general. The charitable allowance of \$100,000 to the Colony and the side of liberality for much of the work the Colony belongs to the Colony is taken over by the various institutions established with the object of relieving the sick and destitute and indigent of all classes in Hongkong, and in this matter, to cite the Tung Wah Hospital alone, the Government spends as a whole \$15,000 per annum, showing a saving over the Estimates of \$2,300. It is not a very encouraging prospect when we find an item of about \$10,000 due to refunds of revenue. The official explanation of that item is that there were "more vacant elements." Thus our contention that the Colony does not err on the side of liberality has arrived at that stage when it may be considered as stationary, because for two years in succession we have not seen any increase in the rateable value of properties in the city of Victoria which is a far from hopeful outlook. In 1906 the Colonial Government made an over-payment on account of military contribution to the extent of \$15,000, which was reimbursed in the course of last year. The total payments to the Imperial Government for the local garrison in exact figures was \$1,214,340.05. There were absolutely no increases in the Public Works Department, while the amount was \$41,500, but in Public Works Recruits and Extraordinary, the items calling for attention including over \$34,000 for typhoon and rainstorm damages. The cost of building of the Law Courts and Post Office showed a decrease owing to the delay on the part of the contractors. In the case of the former building the unexpended balance was over \$75,000, and as regards the latter \$19,500 less than the estimate was spent. Blake Pier Shelter might for all practical purposes be eliminated from the programme of public works. It recurs with annual regularity, only to be explained away that not much a foundation stone has been laid. The official explanation why the work was not taken in hand was that "the progress of other work had prevented the despatch of the requisition for iron work to enable it to be received before the close of the year." Yet it is somewhat extraordinary that the same departmental pressure enabled a number of officers to be on leave, their lapsing salaries accounting for the main saving in the emoluments of that department. The resumption of insubstantial properties cost the ratepayers the moderate sum of over \$16,000 and another saving of \$47,000 against the Kowloon Canton Railway is left with no explanation whatever. This is curious, seeing that other items of infinitesimal interest as compared with this item have their explanatory remarks. The Kowloon water-works scheme spent less by \$118,000, owing to the contractor's dilatoriness in prosecuting the works. The transport of material and additional work necessary connected with the first section of the Tyam Tuk scheme is responsible for an increase of \$40,000 odd, by way of compensation to the contractors.

THE FOREIGN TRADE OF CHINA.

An interesting review of the foreign trade of China during the past year has been compiled by the Statistical Department of the Imperial Maritime Customs. From that report, which is of the most comprehensive character, we learn, according to Mr. J. L. Chalmers, the Acting Statistical Secretary, that the year was one of slow recovery from the effects of the general scarcity of 1907, amounting to a fall over large areas, of the overland of 1905 and 1906, and in Manchuria, of the late war. That the year's recovery is not more apparent in the statistics is, perhaps, mainly due to the high price of food prevailing in early

part of the Empire, and the same cause produced many of the local risings which characterized the year, with effects on trade more or less unfortunate. The various crops of 1907, with few exceptions, are reported to have been fair or excellent in almost all the provinces; but the full benefit of the good harvest could only be felt as the year drew to a close. The Yangtze Valley, as a rule, so important a contributor to the necessities of distant provinces, was for the greater part of the year shut off, as a source of food, and in turn, laid off districts under contribution and the cost of rice rose and remained high in the provinces accustomed to obtain supplies from Yangtze ports, although large importations from India, China, where splendid harvests were reaped, did much to relieve the scarcity. In the import trade caution has been the leading characteristic. Speculation on a future market, the chief error of recent years, has been largely avoided. Operations have been generally of the hand-to-mouth kind, and importation and exportation have been waiting for some movement among the great population upon which everything depends, some strong and sudden demand which should clear off accumulated stocks and open the way for fresh ventures. And this abstinence, called for by the overburdened state of the China market, was aided by the Manchester prices for cotton goods, which remained unvaryingly high during the greater part of the year. The strain on the mercantile community has been continuous and severe, but at least one good result emerges with promise for the future. Stocks were reduced to a point where they were selling at a figure not greatly exceeding the normal, except in the case of fancy cotton goods, while in Hongkong they were low, and in most other centres almost depleted. Yet the demand was really more active than it seemed to the unfortunate holders of large stocks, the legacy from previous years. Taking the quantities of foreign products retained in the various centres, that is the net foreign imports—or only gauge of actual consumption—making due allowance for large importations of railway plant, of flour, and of rice, it will be seen that a very healthy and general demand existed, by which old stocks as well as much of the year's fresh importations were absorbed. With reference in particular to the foreign trade of the two provinces which are of special interest to Hongkong, it is reported by the statisticians that Kwangtung and Kwangsi were unfortunate in their general climatic conditions, but there were local risings. Piracy was active on the Canton River, and the trade routes in the region lying between Nanning and Pakhoi were made unsafe by brigands. Nanning, situated on a tributary of the West River in Southern Kwangsi, was voluntarily opened to trade in March. Excluding Kiangchow and Lungchow, the ports of the two provinces supply the following statistics of net trade:—Net foreign imports:—H.K. \$1,103,962,587; native imports:—H.K. \$1,408,615,580; exports:—H.K. \$1,206,728; total H.K. \$1,242,116,895. With regard to the opium question, the Customs official writes: "The consumption of foreign opium has increased from 44,117 piculs in 1906 to 54,584 piculs. The northern ports took only 531 piculs, or little more than half their 1906 consumption. Shanghai took 214 piculs less, and the southern ports 941 piculs less, but the consumption of the ports on the Yangtze and in Chekiang increased by 2,094 piculs. The quantities of native opium passing down river through the native and Foreign Customs at Ichang continued to increase. In 1906 the consumption was 22,098 piculs, but last year it had risen to 27,670 piculs. Taken together with the increased arrivals of foreign opium in the Yangtze, these figures, so far as they go, do not indicate that the anti-opium measures have as yet borne fruit in diminished consumption. But obscurity surrounds the production and movements of native drug and prevents any reliable conclusion being formed as to the actual progress made in this direction. Vigorous and practical steps, the effects of which will sooner or later appear, have been very generally taken to enforce the Edict. Meanwhile, among the immediate effects of the reforming measures, may well have been a sudden desire on the part of wealthy smokers to lay in supplies, against a day when it may be more difficult to do so, and a corresponding eagerness on the part of holders to dispose of their stocks even at low prices."

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE RISING IN YUNNAN.

EX-VICEEROY SHUM IN DEMAND.

[By courtesy of the "Sheung Po."]

Peking, 22nd May. The recrudescence of anti-monarchist activity in Yunnan has led the Government to propose that Ex-Viceroy Shum Hsen Chun should be asked to accept service under Government again when he may be placed in supreme command of the campaign for the suppression of the rebellion.

Later.

The Imperial troops have gained a great victory over the insurgents. Two of the rebel chiefs have been taken prisoners; they are surnamed Tong and Leung, respectively.

EXPLOSION AT NANKING.

FIFTY KILLED AND INJURED.

[By courtesy of the "Sheung Po."]

Nanking, 22nd May.

An explosion in the ammunition factory took place on the 21st inst. The casualties number fifty killed and injured.

CHRISTIAN CONVERTS IN CONFLICT.

KILLING AND PLUNDERING.

[By courtesy of the "Sheung Po."]

Poochow, 22nd May.

There has been a conflict between the Protestant and Roman Catholic converts at Poochin.

People have been killed on both sides. The adherents of both parties have also resorted to plundering.

CHINESE TELEGRAPHS.

CHANG PIK'S PROPOSAL REVIVED.

[By courtesy of the "Sheung Po."]

Peking, 22nd May.

H.E. Chang Pik, president of the Board of Posts and Communications, has revived his proposal for the purchase, by Government, of the shares in the Chinese Telegraph Co.

A certain official, who remonstrated with H.E. Chang against his proposal, was severely reprimanded.

THE YUNNAN RISING.

VICEROY AT MENGTSZ.

[By courtesy of the "Sheung Po."]

Yunnan, 24th May.

H.E. Sik Liang, Viceroy of Yunnan, is stationed with troops at Mengtsz where His Excellency awaits the arrival of reinforcements before marching on Hokow.

Later.

GOVERNMENT VICTORY.

REBEL CHIEF KILLED.

In a telegraphic memorial to Peking Viceroy Sik Liang reports that the Eastern, Western and Central Divisions of the Imperial Forces have secured great victories over the insurgents.

The rebel chief Wong Tong-sing was killed in battle.

Later.

REBELS DISPERSING.

RETREATING ON HOKOW.

The rebels are dispersing; they are retreating in the direction of Hokow where they go into hiding.

KWANGSI.

DEPARTURE OF CHINESE COMMANDER DEFERRED.

On hearing that the activity of the insurgents in Yunnan is about subsiding, H.E. Chang Ming-chi, Governor of Kwangsi, has ordered Commander Lung to defer his departure for Yunnan.

CHINESE TELEGRAPHS.

PURCHASE OF SHARES.

[By courtesy of the "Sheung Po."]

Peking, 24th May.

H.E. Chang Pik, president of the Board of Posts and Communications, is determined to buy in the shares of the Chinese Telegraph Co.

His Excellency is now prepared to offer more than \$110 per share for every \$100 share originally paid up.

HEAT IN PEKING.

WHEAT CROP DESTROYED.

[By courtesy of the "Sheung Po."]

Peking, 24th May.

The heat in Peking is intense. Owing to the excessive heat the wheat crop is parched up.

THE YUNNAN RISING.

INSURGENTS FLEEING.

[By courtesy of the "Sheung Po."]

Yunnan, 25th May.

Commanders Pak, Lung and Wong have joined forces and attacked the insurgents who retreated and have gone into hiding.

Some of the raiders managed to evade capture by crossing the frontier into Annam.

CONSTITUTIONAL GOVERNMENT.

OPPOSITION TO THE SCHEME.

[By courtesy of the "Sheung Po."]

Peking, 25th May.

Owing to the existence of strong opposition to the granting of Constitutional Government, the Imperial Government is not now disposed to view the project favourably.

There does not appear, therefore, any probability of the institution of a Parliament becoming an accomplished fact at an early date.

EMPEROR DOWAGER AS MATCHMAKER.

INTER-MARRIAGE IN HIGH QUARTERS.

[By courtesy of the "Sheung Po."]

Peking, 25th May.

The children of Their Excellency Chang Chih-tung and Yuan Shih-kai

are, by the expressed desire of the Empress Dowager, to inter-marry one another.

EMPIRE DAY IN SHANGHAI.

FETE AT BRITISH CONSULATE.

BRILLIANT FUNCTION ATTENDED BY RECORD GATHERING.

[From Our Own Correspondent.]

Shanghai, 26th May.

1 p.m.

The Fete held in Shanghai yesterday in celebration of Empire Day proved to be one of the most brilliant events organised in the Settlement.

The function took place in the grounds of the British Consulate, and over 1,700 invitations were accepted by the British, foreign and Chinese communities.

No less than 8,000 lamps were utilised for the purpose of illumination.

Although the weather was showery, the attendance at the Fete was not in any respect affected.

The fete was given by the members of the Shanghai Branch of the Royal Society of St. George, and it was anticipated that it should prove one of the most brilliant and enjoyable entertainments in the annals of Shanghai. Most extensive and elaborate arrangements were made for the entertainment of the large number of guests expected to be present. The decoration and illumination of the grounds of the British Consulate, which were placed at the disposal of the Society by Sir Pelham Warren, K.C.M.G., were in the hands of a Committee, that included some of the most prominent architects and engineers in Shanghai. Besides dancing in the Consul-General's residence, plenty of of French entertainment was to be provided, including a Maypole dance and an illuminated bicycle ride by juvenile members of the community, entertainments on a specially constructed open air stage by a troupe of "Follies," which included some of Shanghai's best talent, and a cinematograph exhibition at intervals. The hearty co-operation of Commander Macdonald of H.M.S. Cadmus was accorded, and it was hoped that a display by the bluejackets and marines of that vessel would be added to the attractions. A fine display of fireworks was also to be given, while there was to be excellent music and a beautiful supply of refreshments.—Ed. H.K.T.]

CHINA AND ANNAM.

APPOINTMENT OF CONSULAR OFFICIALS.

[By courtesy of the "Sheung Po."]

Peking, 26th May.

France has agreed to the appointment, by China, of a Consul and Vice-Consul in Annam.

THREATENED STRIKE IN AMOY.

OBJECTIONS TO POLICE REGULATIONS.

[By courtesy of the "Sheung Po."]

Amoy, 26th May.

The putting into force of certain Police regulations has caused great dissatisfaction among the people, who have urged one another to go on strike.

OBITUARY.

AMERICAN BOYCOTT LEADER DEAD.

[By courtesy of the "Sheung Po."]

Shanghai, 26th May.

Chang Siu-hing, the prime mover of the American boycott, died on the 26th inst.

YUNNAN REBEL CHIEF.

REWARD OFFERED FOR HIS CAPTURE.

[By courtesy of the "Sheung Po."]

Yunnan, 26th May.

A reward has been offered for the apprehension of the rebel chief, Wong Wo-sun, who is in hiding at Hokow. So far the offer has failed of results.

AFFRAY IN SHANGHAI.

EUROPEAN CONSTABLE MALTREATED.

[From Our Own Correspondent.]

Shanghai, 28th May.

At noon yesterday thirty of the Taotai's police seized and maltreated a European Constable within the boundary of the Foreign Settlement.

It is reported that the Municipal Council has addressed a representation to the Foreign Consuls to-day urging the desirability of an extension of the Settlement.

THE YUNNAN RISING.

IMPERIALISTS' VICTORY.

[By courtesy of the "Sheung Po."]

Yunnan, 27th May.

The Imperial troops have secured a great victory over the rebels. Auxiliary forces from Kwailia marched on Hokow from across the frontier and scattered the headquarters of the insurgents. They finally succeeded in recapturing Hokow.

The roads from Hanoi to Mengtze are now clear.

No assistance whatever could have been rendered [as was at one time alleged] to the rebels [by the French] from Annam. Otherwise it could not have been possible for the Imperial troops to have put down the rising in so short a time.

A SEVEN DAYS' SIEGE.

THE FALL OF HOKOW.

[By courtesy of the "Sheung Po."]

Shanghai, 27th May.

H.E. Sik Liang, Viceroy of Yunnan, has telegraphed to Viceroy Tuan Fang that, after besieging the insurgents' headquarters for seven days, the Imperial forces have recaptured Hokow.

A JAPANESE GIFT.

STEAM YACHT FOR CHINA.

[By courtesy of the "Sheung Po."]

Peking, 27th May.

The steam yacht, which is a gift from Japan, has arrived.

A trial trip took place on the 25th inst., and the formal presentation will be made on the 27th inst. (to-day).

THE SHANGHAI OUTRAGE.

NATIVE TRESPASSERS RELEASED.

EXTENSION OF SETTLEMENT BOUNDARY DEMANDED.

[From Our Own Correspondent.]

Shanghai, 28th May.

The Taotai having signified his intention to bring before the Mixed Court two of the Paoshan native force, who were concerned in the alleged seizure and maltreatment of a European constable within the bounds of the Foreign Settlement on Wednesday, and with trespassing on the Municipal road, the accused were accordingly arraigned to-day.

The Municipal Council thereupon released the trespassers.

Now it is reported that the Taotai refuses to proceed with the case.

The Council is pressing the Consular Corps to demand an extension of the Settlement area in consequence of the outrage on the boundary.

THE YUNNAN RISING.

REBEL CHIEF WOUNDED.

[By courtesy of the "Sheung Po."]

Yunnan, 28th May.

On the 26th inst., the Imperial troops recaptured Hokow.

The rebel chief Wong Wo-sun was severely wounded.

IMPERIAL PLEASURE.

COMPENSATION TO SUFFERERS.

[By courtesy of the "Sheung Po."]

Peking, 28th May.

An Imperial edict was issued on the 27th inst. expressing satisfaction with the way in which Hokow was recaptured and giving instructions for the extermination of the rebels.

At the same time it is commanded that compensation be made to the people who may have suffered by the rebellion.

UNREST IN THE NORTH.

RISING IN TAI-NING.

[By courtesy of the "Sheung Po."]

Peking, 28th May.

A rising has taken place in Tai-ning prefecture, Chihli province.

The Viceroy of Chihli, H.E. Yuan Shi Sheung, has despatched Taotai Ho Ping-ying to put down the disturbance.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate-General from the Manila Observatory at 9:45 a.m. on the 28th inst.:

"The typhoon nearing West Balingang Channel, moving probably north-eastward."

THE REPORTED AMERICAN JAPANESE LOAN.

OFFICIAL CONTRADICTION AT TOKYO.

Several of the Japanese papers have received from Tokyo the following statement, which has been made by officials of the Financial Department in regard to the telegrams reporting the coming flotation of a Japanese loan to the amount of ¥300,000,000 in America, or the investment of that amount of American money in Japanese railways:—As a result of the impression abroad that the Japanese finances are in a difficult position, it is a common thing for reports of negotiations for a loan to become current, whenever Japanese who are connected with financial matters go to Europe or America. The present rumours concerning Baron Sakatani are simply instances of this tendency. When Mr. Harrison was in Japan some time ago, he said that if the necessary privileges were accorded to him, he would be prepared to introduce a large amount of American capital for the development of the Japanese railways, and it may be that he returned to this topic when he met Baron Sakatani in the States, thus causing the rumours to be put into circulation. In any case, the Financial Department has no knowledge of the matters referred to in the reports. The only financial negotiations which are in progress relate to the debt issue of the Manchurian Railway and in regard to this no definite decision has yet been reached. In view of the fact that the national indebtedness already amounts to ¥2,300,000,000—a figure which will be raised to ¥3,000,000,000 when all the railway bonds have been issued, the Government has no intention of floating any loans at present. It has even decided not to issue the bonds to the amount of ¥77,000,000 which were to have been floated in the current fiscal year for productive works. This decision will not be changed, even if there is an improvement in the financial conditions at home and abroad. Instead of raising loans, the Government will endeavour to lower the natural increase of the revenue.

The Japanese Boycott.

EXHIBITION AT CANTON.

PEACEFUL PROSECUTION OF THE MOVEMENT URGED.

[From Our Own Correspondent.]

Canton, 27th May.

Yesterday a meeting was held at the headquarters of the Canton Self-Government Society and there was a large attendance. Samples of different kinds of articles received by the Society from the native manufacturers, consisting of paper fans, paper flowers, matches, lamp chimneys and chimney brushes, lacquerware, stationery, and some medicinal compounds, etc., were exhibited in the meeting hall, and these articles were much admired by those present. Several gentlemen delivered speeches and they all emphatically encouraged the people in the use of native-made articles. Their speeches were listened to with deep interest and were applauded by the audience.

At the meeting a letter received by the Society from some Cantonese students in Tokyo was read, in which the writers urged the people of Canton to carry on the boycott smoothly without hesitation, though some of the other Chinese students in Japan might have wired to Canton with the malicious intention of dissolving the boycott movement. In the letter the students stated, in detail, how the Japanese have bullied the Chinese for their own benefit in the Three Eastern Provinces, in addition to the *Taiwan* *Mau* incident. By the strong expressions of encouragement given by the speakers, the listeners were deeply touched and the chairman of the

KOWLOON-CANTON RAILWAY.

ROLLING STOCK.

The following letters were read at the Committee Meeting of the Chamber of Commerce on 16th inst.:

Colonial Secretary's Office,
22nd April, 1908.

Sir—I am directed to invite an expression of opinion by the Chamber of Commerce on the question as to whether bogie trucks or short trucks would be best adapted for use on the Hongkong-Canton Railway.

I am to point out that the former have great advantages for single consignments of large bulk as 30 tons can be loaded on one truck. But if single consignments are small and the tender of goods desires a separate truck for his own use, the smaller trucks would obviously be more economical in freight.

As at present advised, the Government proposes to adopt short trucks as being probably best suited, at the commencement, to local trade, but the advice of the Chamber will be of value in the matter.—I am, &c.,

(Sgd.) F. H. MAY,
Colonial Secretary.

The Secretary,
Chamber of Commerce.

Hongkong Chamber of Commerce,
28th April, 1908.

Sir—I am directed to acknowledge your letter of 22nd inst. (No. 4564/1907) inviting an expression of opinion from this Chamber on the question as to whether bogie trucks or short trucks would be best adapted for use on the Hongkong-Canton Railway.

In reply I am to state that it would appear that short trucks have been found wanting in utility on the Northern Railway and large bogie trucks are in general use on the Shanghai-Nanking Railway and the Hankow-Peking Line. In Japan also short trucks are being discarded in favour of bogie trucks.

I am to enclose for your information extracts from the reports of the Directors of the Imperial Railways in North China for the years 30th September, 1904, 1906 and 1907. From these it will be seen that the tendency has been to convert the smaller trucks of earlier usage to cars of increased capacity.

It will be seen also that cars constructed for other railways in 1906 and 1907 were invariably of 30 tons capacity.

My Committee are of opinion that large bogie trucks are best adapted for use on the Hongkong-Canton Railway.

My Committee desire me to request you to be good enough to convey to the Government their thanks for the opportunity accorded them of giving an opinion on this matter.—I have &c.,

(Sgd.) E. A. M. WILLIAMS,
Secretary.

Hon. Mr. F. H. May, C.M.G.,
Colonial Secretary.

Colonial Secretary's Office,
8th May, 1908.

Sir—I am directed to acknowledge with thanks the receipt of your letter of 28th ult. on the question as to whether bogie trucks or short trucks would be best adapted for use on the Kowloon-Canton Railway.

The Chief Resident Engineer anticipates that as a rule the Hongkong consignments would be small and that a consignee would not be able to fill a bogie truck, in which case he might have to pay the same freight for a 20-ton as for a 30-ton consignment. Moreover, if short trucks are used, they can be turned off a siding on a turn-table into a siding at right angles to the siding, and this would be a very great convenience to firms which possess godowns.

His Excellency the Governor has therefore decided to order both bogie trucks and short trucks for use on the railway.—I have &c.,

(Sgd.) F. H. MAY,
Colonial Secretary.

The Secretary,
Chamber of Commerce.

ITALIAN INTERNATIONAL EXHIBITION.

At a meeting of the Committee of the Chamber of Commerce on 16th inst., the following letter was read:

Colonial Secretary's Office,
13th May, 1908.

Sir—I am directed to transmit for the consideration of your Chamber the enclosed copy of a formal despatch, dated the 7th ultimo, from Lord Elgin and to inquire whether in the opinion of the Chamber of Commerce this Colony should participate in the International Exhibition which it is proposed to hold in Italy in 1911 in connection with the 50th anniversary of the proclamation of the Kingdom of Italy.—I am, &c.,

(Sgd.) C. CLEMENTI
for Cnl. Secretary.

Downing Street,
7th April, 1908.

Sir—I have the honour to inform you that the Italian Government have invited His Majesty's Government to participate in an International Exhibition which it is proposed to hold in Italy in 1911 in connection with the 50th anniversary of the proclamation of the Kingdom of Italy, and that this invitation is intended to include the British Colonies.

The Italian Ambassador has intimated that the Exhibition will have its seat at Rome as regards the artistic historical and archaeological sections, and at Turin as regards the products of industry and labour in their various manifestations.

I request that you will consider and report whether the Colony under your Government should take part in the Exhibition.—I have, &c.,

ELGIN.

The Officer Administering the Government
of Hongkong.

FATALITY AT HUNGHOM.

COUPLING COOLIES DIES OF INJURIES.

As the result of an accident which occurred at Hunghom last Monday afternoon a coupling coolie named Lau Yew succumbed to "wreath" from his injuries. Lau Yew, it appears, was about half-past four o'clock that afternoon, engaged in coupling together some trucks belonging to the Kowloon-Canton Railway, at Hunghom. When he had concluded this work he was seen to give the signal, and the engine started. He then attempted to board one of the trucks, but he slipped and fell. In falling, both his feet got caught under a truck, and were cut off. Several Europeans were on the scene in a minute, and did all they possibly could to alleviate the man's sufferings. The Hunghom police were soon acquainted with the affair, and Police Sergeant Watt had the unfortunate man sent to hospital where he died yesterday, as already stated, from the effects of his injuries. Lau Yew was about thirty-six years of age, and had been in the employ of the railway company for several months.

THE "STAR" FERRY COMPANY, LIMITED.

ANNUAL MEETING.

The tenth annual ordinary meeting of the "Star" Ferry Co., Ltd., was held at the offices of the Hon. Sir Paul Chater, Kt., C.M.G., at the forenoon last Wednesday, for the purpose of receiving the report of the directors, together with a statement of accounts to 30th April, 1908. Sir Paul Chater was in the chair. There were also present:—Messrs. G. Friesland (director), R. G. Macgowan (acting secretary), Mr. Kook, Wong Kung Fook, A. W. Lamperk, D. Donahy, T. V. Hough, C. S. Gubby and W. H. Potts.

The Secretary read the notice calling the meeting.

The Chairman said:—Gentlemen,—With your permission, I propose to take the report and accounts as read. The net earnings for the period under review show a considerable decline, notwithstanding a large reduction in the coal bill, due to the high exchange, the recent fall in which is again adversely affecting our business. Some economies were effected in the working, but the loss on subsidiary colas was again over \$9,000. No extraordinary expenditure having been incurred (such as was necessitated in 1906 by the typhoon) your Directors are able to recommend the payment of the same dividend as last year, viz 10%, but the amount to be written off the boats will be only \$3,700 against \$11,000. With the reconstruction of the Wharf and Godown Company's pier, steamers which have been compelled since the typhoon of September, 1906, to discharge in the stream and anchor at the wharf, and as stated in the report, a marked increase in our earnings is the result. I am pleased to add that this improvement is maintained in the current month's earnings. The new ferry wharf at Kowloon was opened on 28th October; it appears to give general satisfaction, and the expenses of repainting gangways is considerably reduced by the new method of having them nimbships. I shall be pleased to answer any questions that shareholders may wish to ask.

No questions were asked.

The Chairman moved the adoption of the report and accounts as read.

Mr. Gubby seconded.

Carried unanimously.

Mr. Lamperk moved the re-election of Sir Paul Chater as a director of the Company.

Mr. Hough seconded and the motion was carried unanimously.

Mr. W. H. Potts moved that Messrs H. Keswick and G. Friesland be confirmed in their appointments as directors.

Mr. Ho Fook seconded and the motion was adopted.

On the motion of Mr. Wong Kam Fook, seconded by Mr. Lamperk, Mr. W. H. Potts was appointed auditor.

The Chairman: Dividend warrants are ready on application. Thank you for your attendance.

(Sgd.) F. H. MAY,
Colonial Secretary.

Hon. Mr. F. H. May, C.M.G.,
Colonial Secretary.

Colonial Secretary's Office,
8th May, 1908.

Sir—I am directed to acknowledge with thanks the receipt of your letter of 28th ult. on the question as to whether bogie trucks or short trucks would be best adapted for use on the Kowloon-Canton Railway.

The Chief Resident Engineer anticipates that as a rule the Hongkong consignments would be small and that a consignee would not be able to fill a bogie truck, in which case he might have to pay the same freight for a 20-ton as for a 30-ton consignment. Moreover, if short trucks are used, they can be turned off a siding on a turn-table into a siding at right angles to the siding, and this would be a very great convenience to firms which possess godowns.

His Excellency the Governor has therefore decided to order both bogie trucks and short trucks for use on the railway.—I have &c.,

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The Secretary,
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The Secretary,
Chamber of Commerce.

A NEW INDUSTRY.

TRADE IN TINNED LARD.

The following memorandum on the exportation of tinned lard under Government guarantee was considered at the last Committee meeting of the Chamber of Commerce.

Colonial Secretary's Office,
15th May, 1908.

Sir—I am directed to transmit for consideration of your Chamber the enclosed copy of a memorandum by His Excellency the Governor and to inquire whether any merchant in the Colony is prepared to attempt the export under Government guarantee of tinned lard.—I am, &c.,

(Sgd.) F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
15th May, 1908.

In the course of conversation with Dr. Musgrave (who had been deputed by the Philippine Government to visit Hongkong early in December last in order to inquire into the question of epizootic diseases among cattle exported from this Colony to Manila) allusion was made to the large market for this product both here and in the U.S.A., but that by a recent "Pure Food Act" it was compulsory that the tinned lard should have a Government guarantee. This he said, was supplied with the lard imported from Australia, and though the Hongkong lard was both better and cheaper, it was probable that it would be entirely ousted by Australian because of this guarantee, and that the latter would also capture the American market. Dr. Musgrave, I think, added that lard from Holland and Australia would be superseded by Hongkong lard if the latter have a Government guarantee. This appeared to open a prospect of a new and very promising industry, which would consist of buying up the fat of pigs locally slaughtered and also purchasing in the Philippines, preparing it in accordance with Government requirements and so exporting it under Government guarantee.

A letter was in consequence addressed to the Australian Government inquiring what were the demands of the Government before a guarantee was issued. The Comptroller General's reply is attached.

Before pursuing this subject further I should like to know whether any merchant here is willing to embark in this trade. If so, I will write to the Government of the Philippines and point out that according to the letter from the Comptroller General no guarantee is issued by the Australian Government, and request information as to what was meant, by Dr. Musgrave in his allusion to a guarantee. If it is meant (as I suppose) that the manufacture of lard is subject to the regulations referred to in the Comptroller General's letter, I will enquire whether, if these regulations are adopted by an exporter here, there is a prospect that Hongkong lard would find a large market in the Philippines. Although the Government issued no Certificate of Purity it would be feasible for the Government to see that the regulations were observed by inspections from time to time by occasional analysis of samples, and this would probably be all that the Philippine Government require.

(Ind.) F. D. L.
29/4/08.

It was decided that the Secretary should call on firms likely to be interested and obtain their views for the consideration of the Committee.

YIPHOON REFUGE.

INCREASE IN LIGHT DUES.

The following letters were read at the last Committee meeting of the Chamber of Commerce on 16th inst.:

Hongkong, 23rd April, 1908.

To the Chairman,
Hongkong General Chamber of Commerce.

Sir—We, the undersigned, agents and representatives of British Lines and owners of vessels visiting this port, beg to bring to your notice that we consider the scheme as proposed by the Colonial Secretary's letter of the 11th March, addressed to the Chamber of Commerce, which has recently been published, distinctly prejudicial to the interests of shipping, which is the mainstay and livelihood of the whole Colony. So much has been said in past years by your Chamber on this particular point that we think that it is hardly necessary for us to particularise once more the many arguments against the taxation of shipping.

In view of the fact that the proposed refuge is to be erected to protect lighters and native cargo boats in case of a typhoon, it appears to us that there are many concerns closely allied to shipping on which we think some part of the proposed work might fall. As an instance, we consider that underwriters are as much concerned as shipowners, inasmuch as it is of great value for them to know that craft will have a place of refuge in the event of a severe storm. We therefore consider that the contribution towards the expenses should be made more general and that the onus should not fall too much on the shoulders of the shipping trade.

As, however, the shelter is in the interests of the welfare of the Colony, and the shipping generally has a certain interest at stake, we think that a temporary increase in the light dues would be agreed to by shipowners without opposition, provided it were based on a somewhat modified arrangement as regards payment.

During 1907 the registered tonnage of shipping visiting this port is put down at roughly 10,300,000 tons; we therefore think that if the tonnage dues are increased by 1 cent per ton and the cost of the work spread for a longer term of years (than that suggested) it would be more equitable, and the distribution of the payment would be better divided.

We would point out that on late years the tonnage of steamers has increased considerably, it is however doubtful whether more cargo is being brought in or taken away from the Colony. On the other hand, the dues, owing to the size of the vessels, are considerably increased.

We have made no mention regarding the proposed site of the shelter, as we consider that this is best left to practical experts with whom you are no doubt consulting. We however venture to think that the cost of the work as mentioned in the Colonial Secretary's letter is somewhat extravagant and that before the scheme is finally sanctioned a more economical and at the same time an equally efficient refuge can be evolved. You are so fully cognisant of the depressed state that shipping is in at the present time that it is hardly necessary for us to draw your attention to this fact, but as such is the case, we trust that money will not be spent unnecessarily, as the times seem to call for economy in expenditure in every direction.

We would also draw your attention to the fact that under Notification No. 169, Schedule 1 to Merchant Shipping Consolidation Ordinance, 1899, passed on the 4th February last, the licence fees for cargo junks and lighters has been increased 100 per cent. We should feel much obliged if you would kindly enlighten us as to why this tax has been increased, and to what purpose the Government intend to devote the revenue derived therefrom.

We shall be obliged if your Committee will give their attention to the proposals we have submitted, and if they are agreed to, to advise us before replying to the letter addressed to

(Sgd.) F. H. MAY,
Colonial Secretary.

The Secretary,
Chamber of Commerce.

Colonial Secretary's Office,
15th May, 1908.

Sir—I am directed to acknowledge with thanks the receipt of your letter of 11th April on the subject of the Supreme Court vacations and in reply I am directed to state that my Committee do not see that any useful purpose can be served by continuing this correspondence.—I have &c.,

(Sgd.) E. A. M. WILLIAMS,
Secretary.

Hon. Mr. F. H. May, C.M.G.,
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"AN ACT OF RIGHTEOUSNESS!"

THE OPIUM DEBATE.

VOICE OF THE ENTIRE MERCANTILE COMMUNITY.

GOVERNOR'S DEFENCE OF THE SECRETARY OF STATE.

MR. STEWART'S MOTION DEFEATED.

"I speak with the voice of a community united in protesting against the inconsiderate exercise of arbitrary power!" Such, in one brief sentence, was the emphatic language employed by the Hon. Mr. Murray Stewart, representative of the Chamber of Commerce on the Legislative Council, in proposing his resolution condemning the policy of the Home Government on the opium question as affecting this Colony. The honourable member's address makes no attempt at providing a solution of the economic problem which presents itself upon the abolition of the opium trade. The text of the resolution simply embodies a protest against the treatment meted out to the Legislative Council in not being consulted before the dictatorial instructions were issued by Earl Crewe to the Governor of Hongkong in ordering the closure of the opium divans. The mover of the resolution, made it clear that, whether any new developments of the opium policy adopted towards China by His Majesty's Ministers were in themselves right or wrong, wise or unwise, good, bad, or indifferent, none of them ought to have been made to apply to this Colony without reference to the Council. In speaking fearlessly for that contention every-thinking man, and every individual taxpayer will applaud the mover of the resolution. In moving the resolution, at the meeting of the Legislative Council last Thursday afternoon, Mr. Murray Stewart said—

Your Excellency, I rise to move the resolution which I have given notice of. It is the outcome of the answer made to the questions asked at the last meeting of this Council.

In making that answer your Excellency added a supplementary reference to the form in which those questions were put. That reference makes it necessary for me to indicate, in an endeavour to explain the form of those questions, the position occupied in this matter by that section of the community which I have the honour to represent. This regard as important. The importance of making that position clear must be my excuse for calling the circumstances in which we stood a fortnight ago.

Developments of the opium question threatening a source of the Colony's revenue were reported to be taking place, concerning which this Council had received no information. In the Press it had been stated that His Majesty's Government had announced in the House of Commons the intention of issuing forthwith an order for the immediate closure of opium establishments in Hongkong. It was difficult to believe that such an announcement would have been made without previous consultation with the local Government. It was equally difficult to believe that the Colonial Government had been consulted and had given their consent without informing this Council of the fact. But there seemed to be no escape from one or other of these two alternatives. The public was perplexed and inclined to be angry. Hence the somewhat militant note of interrogation then sounding in the air.

The questions which I addressed to your Excellency were only in a limited sense mine. In reality the community asked them. I merely drew them up. I drew them up for the primary purpose of obtaining official information and the secondary intention of displaying a spirit of resistance to the idea that information of the kind required could, under any circumstances, properly be withheld. But I had no wish to strike at anyone innocent of participation in what at the time looked like an official conspiracy of silence. To bring out the truth clearly, to fix responsibility sharply, was the sole idea underlying the form in which those questions were put.

The answer made was illuminating. It brought out into high relief the fact upon which the first part of my resolution comments. It fixed responsibility upon the Secretary of State for the Colonies. True, it showed a way out between the alternatives suggested. Notice of the announcement had indeed been given. Yes; less than 24 hours' notice; scarcely enough even to appeal in, much less obtain a hearing.

It was made evident that the community had no cause of complaint against the local Government, that, on the contrary, every practicable means had been taken to withstand the pressure so suddenly and inconsiderately exerted by the Home Government. I am sure that the public to be made acquainted with the attitude adopted by your Excellency in this matter, and to note that it was apparently governed by views coinciding with those held by the leading members of the community.

An additional relief might with advantage have been granted earlier, I think, by publishing officially the exact terms of the announcement made in the House of Commons. This course would have saved the Colony from much harassing doubt, due to conflicting reports as to the precise nature of that statement.

Some of the telegrams in the newspapers left upon the reader's mind the impression that the orders to discontinue were to be promptly obeyed. Others left doubt as to whether this despatch did not appertain more to the issue of those orders, than to their execution.

The telegram from the Secretary of State quoted by your Excellency did not make this point clear.

Perhaps the telegram which he made it impossible for you to quote was more explicit, but there would have been no good reason for keeping that part of it secret.

In any case I think the Colonial Government should have been consulted for the precise terms and, if necessary, for permission to make them public to this Council table.

The members of this Council had at least as much interest in the announcement as members of Parliament, concerned only as was

this part of the legacy of the Great Mogul has been a curse. In the time of him it is sympathy with the "Arab." I envy him his clear view. I cannot adopt it because of the complicated nature of human affairs. I cannot myself to the problems arising in connection with it. The question is complicated by the fact that our Indian fellow-subjects have vast interests which we have allowed to grow up and for whose protection we are responsible, and as a member of this Council I deem it my duty to oppose zealously in this matter, inasmuch as it threatens to invade those principles of consistent justice upon which repose the confidence hitherto existing under British rule and supplying the open secret of its success.

I admit sentimental objection to selling revenue from such a source, but unfortunately in the impact of the world it is not always possible to order our affairs so as to satisfy the claims of an ideal polity. An ideal polity would preclude many of the ways and means that even the most civilized States and respectable institutions adopt to support themselves.

In the present aspect of the time-honoured predicament created by the never-ceasing conflict between ideal and real conditions, we find ourselves in a difficult situation. In difficult situations, Mr. Ainslie has recently said, you ought to try and found yourself if you can upon some principle that appeals to common sense and common justice.

In the hope of discovering some principle which would enable me to approve of the action of His Majesty's Government I referred again to the *Times* report of the recent great debate on the Licensing Bill. For the second time I read the speech made by the present Prime Minister in introducing it. I found it a rich mine of reasons against the course which he has presumably sanctioned with regard to our opium establishments. I found one reason in favour of the justice of going away with them by any instance of compromise. I did not find it was looking for, but I found this in Mr. Balfour's criticism of the principle of the Bill: "The result is going to be that you are not going to diminish the amount of liquor consumed; you are going to transfer the consumption of that liquor from premises over which the M.A. J. and the Police have control to premises over which they have no control. That is a deplorable result which certainly will not conduce to temperance."

By the simple expedient of altering the word "liquor" to "opium" the words, applied in our case, seem like words of wisdom. The Government would lose a source of revenue in addition to losing control. By giving up control of the consumption you will not make people give it up. As long as the vice is popular its votaries will find a place to practise it.

There is a strong opinion that if you try to prevent the people from smoking opium they will eat it, and if you stop them from getting it to eat that they will take to alcohol instead. I do not propose to discuss the relative merits of popular poisons: I say nothing as to the comparative value of the opium vice and the drink habit to relieve the monotony of a ceaseless toil, nor as to the probable increase in crime and insanity in our midst if the one replaces the former.

I do not even propose to discuss the merits of the opium policy of His Majesty's Government in relation to China.

The issues do not arise out of the resolution and in any case they have already been decided. But in passing I may perhaps be allowed the expression of a wish that more prominence had been given not to the question whether China is sincere, but whether she is capable in the matter. Unless a man like Peter the Great is ready to make a clean sweep out of China, it is hardly probable that anything useful will be done. Still China having applied to the British Government, I do not see that any British Minister could have met her appeal without sympathy and with a blank refusal. But though Sir Edward Grey extended his sympathy he did not abandon caution. The White Book recently issued contains ample proof of this. The arrangement made between him and the great philosophic Statesman who presides over the troubled destinies of India is admirable in every way. So admirable that I had hoped that we were going to be allowed to fall in with the point raised by my dear friend Mr. (Mr. Pollock) and his colleagues, namely, the financial condition of the Colony. I trust we may hope that the Secretary of State's reply which was confidential and which I could not, therefore, read *verbatim* but gave you the main purport, he agreed to await the arrival of my despatch, conditional on steps being taken to give as far as possible effect to the policy he had enunciated. In his original telegram also he says a despatch follows. I think, therefore, that although I personally agree with a great deal of what has been said by my colleagues to-day, that it is somewhat premature to deal with the matter as it stands at the present stage. I think with the matter as it stands at the present stage.

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Dr. Ho Kai, in seconding the resolution, said he would not follow the mover in his flight of eloquence, for he had neither the ability nor the desire, but he wished to associate himself in maintaining the dignity and the rights and privileges of that Council—(applause)—to maintain the claim that that Council should be consulted on all matters affecting the finances and the welfare of this fair Colony of ours—(applause)—and to maintain also the right of the public in Hongkong to have some say or some voice in matters which might affect its prosperity and its revenue, and, further, to save the Colony from serious losses especially at the present moment when our revenue was on the decline and money was required for important public works and in order to give time to readjust the finances and the burden of taxation. For these reasons he joined most heartily with his unofficial colleagues in the protest contained in the resolution, but he did not support this resolution because, he thought the closing of the opium dens was a mistake or an undesirable thing. If he supported this resolution he did not mean to maintain that the Opium Farm was a benefit to the Colony and a matter of necessity in the Colony (hear, hear). There was a large majority of the Chinese community who objected to the great inconveniences and oftentimes indignities placed upon them. In fact, the existing Opium Farm might be fairly described as a blot on the fair name of this Colony and dragged this beautiful and splendid Colony into the mire and therefore he said root out the opium dens and Opium Farm root and branch. What he supported was the protest against the command of Caesar to be obeyed. It was not right that we in Hongkong should not be allowed some considerable time to consider our position and devise means to meet whatever deficiency there might be through the closing of these opium dens or in doing away with the Farm altogether.

Mr. Pollock felt he ought to say a few words on the arguments put forward by the mover and seconder of this resolution. He agreed with them it was a matter against which the Council ought to very strongly protest, namely, that without previous consultation an order should have been sent out from home to the effect that the opium dens should be closed and the opium dens should be closed at once and he agreed with the mover of the resolution in deploring the fact that a similar courtesy which appeared to have been extended to the sister colonies of Ceylon and the Straits Settlements was not also extended to this Colony. He also ventured to suggest that the authorities at home would have gone about the way to achieve their object much better if they had adopted the same principle of closing the opium establishments *pari passu* with the decrease of poppy cultivation in India in a similar manner to that in which the dependence of India had been closed at once the dens in this Colony which after all represented only about a thousandth part of the population of the Chinese Empire—the Home Government had rushed into a sort of act of righteousness, and he thought it was very deplorable they should have taken this extreme and arbitrary measure without pausing to consider and without even asking what would be the result on the revenue of this Colony. As the seconder said, Hongkong was somewhat low water financially at present, many public works required to be carried out, the Government was in a very great difficulty in the matter, and he thought it was very deplorable they should have taken this extreme and arbitrary measure without pausing to consider and without even asking what would be the result on the revenue of this Colony.

His Excellency the Governor: Gentlemen, the telegram which I received from the Secretary of State on the subject of the closing of the opium dens, no, I may remark, the whole of the opium establishments as has been stated, but the divans alone, and which I read to the Council at the last meeting, stated that steps should be taken to close the opium dens, as they are termed. It did not say that opium dens were to be closed to-day, or to-morrow and I may say that in my reply to the Secretary of State I dealt fully with the point raised by my dear friend Mr. (Mr. Pollock) and his colleagues, namely, the financial condition of the Colony. I trust we may hope that the Secretary of State's reply which was confidential and which I could not, therefore, read *verbatim* but gave you the main purport, he agreed to await the arrival of my despatch, conditional on steps being taken to give as far as possible effect to the policy he had enunciated. In his original telegram also he says a despatch follows. I think, therefore, that although I personally agree with a great deal of what has been said by my colleagues to-day, that it is somewhat premature to deal with the matter as it stands at the present stage. I think with the matter as it stands at the present stage.

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WORKMEN'S RIOT IN JAPAN.

SAW MILL WRECKED.

The *Japan Chronicle*, of 15th inst., prints the following particulars of the saw-mill riot in Okobira, Japan:

We have obtained some details of this disturbance at Okobira from Mr. Wenberg, an Austrian gentleman in the service of the Oriental Timber Company, who was an eye-witness of the occurrence. On a representative of the *Japan Chronicle* yesterday (14th inst.) Mr. Wenberg stated that the disturbance began at about 2 p.m. on the 13th inst., when a large number of workmen proceeded to the office of Mr. Inaki, the interpreter, and Mr. Martin, the under-manager, and raised a dispute on account of the discharge of one of their number, already stated in our columns. Failing to receive satisfaction, they became riotous, and began an attack on the building. Outside there were a number of the ground between the office and the river. The rioters, armed with stones and clubs, threw them at the building, and a number of them were wounded. The rioters, however, resisted all their efforts and remained intact, though it suffered some considerable external damage.

Having smashed everything that could be smashed, including all the windows, the rioters proceeded to the saw-mill house, which suffered equal damage. But this only added fuel to their ardour for destruction, and they then made their way to the number of about a hundred, to the saw-mill itself. Here they first seized all the small carts used for the transportation of wood and hurled them into the river. Then they attacked the machinery of the mill and speedily reduced it to scrap-iron. Those portions which were not too heavy suffered the same watery fate as the carts. The electric power house was the next to be attacked, all the fittings and machinery being reduced to hopeless condition. Among other items were two bicycles, which were twisted out of all recognition.

Meanwhile some of the rioters had made for the houses of the managing staff, where they inflicted the utmost damage. The occupants hurriedly left and made their way into the mountains, where they were well treated by some charcoalmen. Among the fugitives were Mr. Martin, his wife, and two children. Mr. Wenberg, however, who was not embroiled in the disturbance and against whom the workmen had no quarrel, remained with his wife and child in the village and his house, as well as two of the Japanese houses, were not touched. Amongst all the turmoil he and his family were quite safe and though of course a nervous time must have been spent, they remained throughout the night and did not leave until the next day.

The vindictiveness of the rioters was perhaps most apparent in Mr. Martin's house, where they entered all the rooms and played havoc everywhere. In the bedroom they snatched up all the pillows, blankets, etc., and tore them into shreds. They turned out all the clothing of Mr. Martin and his family and threw it into the river, and his family and his wife and child in the village and his house, as well as two of the Japanese houses, were not touched. Amongst all the turmoil he and his family were quite safe and though of course a nervous time must have been spent, they remained throughout the night and did not leave until the next day.

The exact total of damages will not be known until proper investigations are completed, but their seriousness may be judged from the fact that the whole of the machinery was utterly ruined, and work cannot be resumed for a very long time—in fact, it is regarded as doubtful whether it will ever be resumed at all.

THE LATE INSPECTOR CUTHBERT.

THE FUNERAL.

In the presence of a large number of his brother officers and numerous friends, who gathered around the graveside to pay their last respects, the remains of the late Detective Inspector Cuthbert were laid peacefully to rest in a secluded spot in Happy Valley last Monday afternoon. The attendance was one of the largest known to the police for some considerable time.

Punctually at 4.15 o'clock the cortege left No. 8 Police Station and started out along Queens Road, Garden Road, and down into Queen's Road. Walking in the rear of the side of the hearse were Chief Detective Inspector Hanson, 1st Spectors Warnock, Langley and Chief Inspector Baker. On the right were Inspectors Robertson, Ritchie, Cameron, McHardy and Fenton. Immediately behind them Captain Lyons (superintendent of police) and Inspector Smith. Then followed some forty police officers of different rank, a number of civilians, and bringing up the rear were representatives of the Chinese detective department.

The hearse, which was covered by a large number of beautiful wreaths, proceeded by way of Queen's Road, along which route it passed down as the Monument, many more Europeans joined the cortege, among them many prominent bring Mr. J. H. Kemp (first police magistrate), Mr. C. A. D. Melbourne (acting deputy registrar), Mr. P. P. J. Wodehouse (deputy superintendent of police), Captain McGilroy, of the *Inspector on Chinese*, Inspector Watson, of the Sanitary department, and a number of ladies. The coffin was removed to the graveside by Inspectors Robertson, McHardy, Ritchie and Cameron. The ceremony was a very impressive one, and was performed by the Rev. Mr. R. H. Hickling, at the conclusion of which, when was once Mr. Cuthbert was laid to rest.

RAIL CRASHING.

Members of the Kaituma & Co. railway company, who are in receipt of letters from the Singapore Government, are informed that the Kaituma & Co. railway company, which was established in 1880, has been granted a concession by the Singapore Government for the construction of a railway line from the Kaituma River to the Singapore River. The concession was granted for a period of 99 years, and the railway company is required to complete the line by the year 1910. The railway company is also required to maintain the line in good order, and to provide a regular service of passenger and goods trains. The concession was granted on the condition that the railway company should pay a fee of 100,000 dollars to the Singapore Government, and should also pay a fee of 10,000 dollars per annum for the use of the land. The railway company is also required to provide a regular service of passenger and goods trains, and to maintain the line in good order. The concession was granted on the condition that the railway company should pay a fee of 100,000 dollars to the Singapore Government, and should also pay a fee of 10,000 dollars per annum for the use of the land. The railway company is also required to provide a regular service of passenger and goods trains, and to maintain the line in good order.

Plague in Kowloon.

VILLAGES' FOCI OF INFECTION.

DANGER TO SHIPBUILDING YARDS AND CEMENT WORKS.

At the Sanitary Board meeting, which was held last Tuesday afternoon, the question as to the increase of plague in the villages in the peninsula was discussed.

On the 22nd May, Dr. Macfarlane, assistant medical officer in charge of mortuaries, wrote to the Principal Civil Medical Officer on this subject, as under:—Thirteen cases of plague have occurred at the small village of Hok Un Kok between the 7th April and the 24th May this year. This is a large number in proportion to the number of inhabitants and to the total for Kowloon.

The following are the figures for the whole of Kowloon up to date:—

Hok Un Kok.....	13
Hungsham.....	21
Yau-mai and Mongkok.....	5
(4 known to be reported.)	
Sam-shui-poi and Tai-kok-tsui.....	26
Other villages:—	
To-kwa-wai.....	1
Ma Tau Wai.....	1
Kowloon City.....	1

The villagers of Hok Un Kok work largely in the Cement Works, Bailey's Shipbuilding yard, and Docks. They have every opportunity of spreading the infection, and are probably responsible for some of the 21 cases in Hungsham, as Hungsham itself is clear and has never much plague. Most of the houses are quite unsuitable for occupation and do not lend themselves to proper cleansing. Nearly all are illegal under the Ordinance.

Last year it was Kowloon City which supplied the early forms of plague. This year it is Hok Un Kok and Sam-shui-poi. I do not see how plague is ever to be controlled in Kowloon till something is done to these places.

I consider that certain houses are unfit for human habitation; and that steps should be taken to close most of the remainder later. The walls are very loose, the floors mud and damp, windows practically do not exist, and in consequence of the houses are quite dark inside. Overcrowding probably exists in many of them from their appearance.

Except for these villages plague has not started in Kowloon properly yet and there is some ground for thinking that it would not be so severe in the regular tenement houses if it was not allowed to thoroughly establish itself in the villages first.

Dr. J. M. Atkinson, P.C.M.O., communicated with the Director of Public Works, thus:—I have inspected these houses with Dr. Macfarlane, to-day (22nd May, 1908), and they are undoubtedly not fit for human habitation. The difficulty is to find some houses to accommodate the people. Would it be possible for us to have the Match Factory at Hungsham for this purpose? If so, please let me have the key so that it can be measured up so as to ascertain how many can be accommodated.

The D. P. W. replied:—The Match Factory is at your disposal. As the keys could not be obtained last evening (23rd instant), I inform Dr. Macfarlane that he could have the door forcibly opened.

DEATH OF MR. W. GRAHAM.

AN OLD JAPAN RESIDENT.

Mr. William Graham, chief engineer of the N.Y.K. steamer *Yamaguchi-maru*, and a forty years' resident of Japan, died here last night, aged sixty-five, reports the Yokohama correspondent of the *Japan Chronicle* on 14th inst. Mr. Graham was taken ill during the voyage from Kobe to Yokohama and was seized with a paralytic stroke. The funeral will take place on Saturday.

Mr. William Graham was one of the oldest servants of the Nippon Yusen Kaisha, and was well known and respected in Japan and China ports. He first came to this country about forty years ago as chief engineer on one of the so-called "men-of-war" of the Tosa Government, which ships were afterwards converted into merchant vessels running under the control of the Mitsui Bussan Kaisha. Mr. Graham continued to serve in this capacity until the amalgamation of the Mitsui and the Nippon Yusen Kaisha.

During his service with the N.Y.K., Mr. Graham trained many junior engineer officers who now occupy important posts afloat and ashore, and he was highly respected as one of the most attentive and faithful of the company's servants. About ten years ago Mr. Graham was presented by the President of the N.Y.K. with the company's special gold medal, with a pension attached, as a mark of the company's appreciation of his valuable services. Only two of these medals have been presented to engineers, the other recipient being Mr. McCormick, chief engineer of the *Kanagawa-maru*. Mr. J. L. Graham, of Messrs. Healey & Co., Yokohama, and formerly of Kobe, is a son of the late Mr. William Graham, and he and Mrs. Graham will receive the sympathy of their many friends in Kobe in their bereavement.

MARINE COURT.

In the Marine Magistrate's Court last Tuesday morning, before the Hon. Commander Basil Taylor, R.N., William F. Laing, third officer of the *Kanagawa-maru*, charged Wu Kwan, a boarding house runner, of 92, Connaught Road, Central, with unlawfully going on board the s.s. *Fookwang* without permission from the master on the 25th inst. Mr. Laing stated that at 11 a.m. on the 25th inst., while his ship was approaching Hongkong from Lungny and Lamna Islands, he was on watch, and saw defendant's boat approaching the ship. He and the master waited then away, there being other boats, besides the defendant's. Defendant hooked on in spite of their orders. Defendant was first up out of the boat, and he was caught and taken before the master. He was detained, and handed over to the police. Defendant stated he was not aware that he was not allowed on board. Nobody told him to go. He had a friend coming up from Singapore, and wanted to go and meet him. He was fined \$25, or in default, two months' hard labour.

In the same Court, P.C. William Thompson charged Li Law, master of the steam launch *Hoi Loong*, with unlawfully blowing the steam whistle hooked on for the purpose of navigation on the 22nd inst. on the 22nd inst. in Victoria Harbour. P.C. Thompson stated that at 11 a.m. on 22nd inst., he was patrolling the harbour, when he noticed the *Hoi Loong* approaching a junk and blowing her whistle. As she went alongside her, she blew a long blast and then a short one, repeating it three times after taking her in tow. He was fined \$25, or in default, six weeks' hard labour.

THE SHATIN TRIPLE MURDER.

CASE FOR THE PROSECUTION CLOSED.

DR. HO KAI ADDRESSES THE JURY.

26th inst.

The Shatin murder trial still continues and to-day more witnesses for the prosecution were examined. One of the witnesses called was a Chinese police sergeant of the Water Police Station. He deposed that he arrested Chao Yau, the accomplice of Shatin-murder. He knew Luk Sang, the deceased, well. They were formerly school mates. This closed the case for the prosecution.

Dr. Ho Kai, counsel for the three accused, then addressed the jury. He said that his defence would be two-fold in character. It was not his intention to make his address long, but he would speak shortly on the evidence already adduced for the prosecution, and the evidence he was about to call. He stated that the evidence for the prosecution was not convincing, neither was it satisfactory.

In criminal cases and especially in cases of this kind (murder) it was the bounden duty of the prosecution to satisfactorily prove their case beyond any reasonable doubt. If not, it was the duty of the jury to bring in a verdict not guilty. The case, he said, was full of improbabilities—he might also say impossibilities. For the defence, counsel would call witnesses to show that the first accused was not near the Kun Yam mountain on the afternoon of the murder; that he was at a certain place, and that he returned from Kowloon, in company with Luk Sang, the best of friends. As regards the case of the third accused there would be abundant evidence furthering proof that he was in Hongkong November and December, 1906, and that he was unable to leave his house. It was physically impossible, Dr. Ho Kai urged, for the third man to have left his house on that day, cross over to Cha Kwo Ling, near Lyeemoo, then across to the Kun Yam mountain, and to have committed the murder. The doctor who attended him would be called. In conclusion, Dr. Ho Kai stated that even without this evidence the jury could not find the prisoners guilty of this most atrocious and outrageous crime.

The first witness was then called, and the case further adjourned.

INTERESTING EVIDENCE BY ONE OF THE ACCUSED'S SISTERS.

27th inst.

The Supreme Court building was packed to its utmost capacity yesterday afternoon when the Hon. Dr. Ho Kai began his address on behalf of the three men, who are being tried for murdering two men and a boy—Luk Sang, Wong Sam Sui, and Wong Yung Pui—on December, 1906. The address concluded at a quarter of eight of which we published in our last issue.

At four o'clock the first witness for the defence took the stand. She was a woman, of about forty-five years of age, a sister of the first accused. She appeared somewhat ill at ease, but answered every question put to her in a clear and straightforward manner. She gave her name as Wong Mui, and said she lived at Shatin village. On the 1st December, 1906, which day she remembered, she stated that she went to a friend's house (a man named Cheung Po-ye) where a feast was being held. There she met Luk Sang, one of the deceased, who resided close by. After the feast witness returned to her house at Shatin. On the following day she went to see her father, who at that time resided at Chai Tau Ping village, in the Kun Yam mountain. The first prisoner, who resided with his father, was in the house when she got there. Breakfast over, witness's father and the first accused took out some paddy to dry at a place called Wo Tang, quite close to the house. They were away for about three hours, returning home at about eleven o'clock. At about noon the first accused, his father, and two other men went to the drying ground after partaking of their mid-day meal. They returned about three o'clock. After a rest they returned to work again. Witness, who was standing on the doorstep, later saw the three deceased approaching the drying ground where the first accused and the others were at work. Luk Sang addressed witness in passing. "Aunt," he said, "are you there?" he asked. "I am," replied witness. Luk Sang, going up to the first accused, said: "Internal trouble, let us go up to the hills for a walk." The first accused replied that he was busy and could not spare the time. "Then we will go by ourselves," answered Luk Sang, and the three deceased went up the hillside, leaving the first accused still at work. Luk Sang carried a knife to cut bamboo. The third accused was empty-handed. Witness then left the house. This was after four o'clock in the afternoon. When she left the first accused was still at work.

Dr. Ho Kai—When you left the house where was your sister-in-law—the first accused's wife?

Witness—She had just returned home from the feast when I was starting out.

Cross-examined by the Attorney-General—Witness lived at Shatin, and was not in the habit of going to stay at her father's house. On this occasion she went there because she heard her father was ill. From the time she got there in the morning until the afternoon her brother was never out of her sight.

The case was then adjourned until this morning.

When the trial was resumed at 10.15 o'clock this morning, the Attorney-General, having closed his case yesterday, asked permission to recall Detective Sergeant Widen to speak to the finding of a watch, which was alleged to have belonged to Luk Sang, in the box of one of the accused. This evidence was admitted yesterday, but he required to make a certain point clear, as certain conversation which was heard yesterday was not admissible.

Dr. Ho Kai had no objection, but stated that the evidence would be admitted subject to action being taken hereafter.

The second witness, Charles William Jeffrey, of the Observatory, He was called to speak as to the condition of the weather on the day of the murder. He said that the 2nd December was a fine sunny day.

The Chief Justice—What was the wind?

Witness—Easterly.

How long did it last?—Throughout the day.

After the lull recess a Chinese woman was called and she swore that at the time the murder was committed her husband—the third accused—was so ill in bed that he could not move. Under cross-examination she denied that her husband was asleep either in Hongkong or at Kowloon City during the time he was supposed to be in bed. Her husband, she said, caught a cold during the typhoon of September, 1906. After the typhoon she moved to another house as the roof of her old house had partly been blown away and the other half was leaking; but, nevertheless, she continued to pay the rent (70 cents per month) for the old house right along.

The Attorney-General—Do you mean to say that you continued to pay rent for a house you were not occupying?

The witness returned "Yes."

In answer to the question "Why?" witness stated that the landlord was a poor man and was ill.

The Attorney-General—He was an "old fool" and yet you paid him the rent?

Witness—Yes. He had no "chow"; that was why I paid him.

The Attorney-General—A good Samaritan. The doctor was then examined. He told of having attended the third accused, who was ill at the time of the murder.

The Attorney-General—How many times have you attended him?

Witness—Many times.

What was your fee?—Only twenty cents a visit.

Twenty cents! So that the honour of attending was greater than the perquisites?—No. He couldn't pay any more. It is not a question of fee.

You kept no record at all of these visits?—No.

A few more questions and the case for the defence closed at 3.15 o'clock.

Dr. Ho Kai then asked for an adjournment. He thought it was convenient to begin his address to-morrow.

The Chief Justice suggested that Dr. Ho Kai continue his address to-morrow, and then, and he could deal with the more intricate points to-morrow.

The Attorney-General—My learned friend could go on and reserve all flowers of rhetoric until to-morrow.

Dr. Ho Kai then began his address. He spoke as to the character of the evidence adduced for the defence, which, he said, was unshaken by cross-examination. He called the jury's attention to the fact that he had established an alibi in the case of all the defendants, except the second man, whose witnesses could not be got. He called upon the prosecution to provide a motive for the murder, which they had not done. They alleged that robbery was the motive; but that had not been proved. Witnesses had been called to prove that the first defendant had conspired with the rest to rob Luk Sang. Dr. Ho Kai asked the jury to regard that evidence with suspicion, and proceeded to analyse the evidence of each of these witnesses. There was a curious piece of evidence. Dr. Ho Kai asked the jury to weigh and consider. Several of Luk Sang's relatives stated in the witness box that when the first accused invited Luk Sang out for a walk on the hills he asked the latter to take his revolver with him. What there was in that he did not know. But he did not think it was likely that if it was the first accused's intention of robbing Luk Sang he would ask him to carry a revolver to protect himself. The theory of a grudge the accused had against Luk Sang and the others on account of the repairing of a grave was not credible.

The case was at this stage adjourned, the Chief Justice directing Dr. Ho Kai to keep within the time limit to-morrow.

PRISONERS FOUND GUILTY.

SENTENCE OF DEATH POSTPONED.

28th inst.

A large crowd, including many Europeans, assembled in the Supreme Court, this forenoon, to await the jury's verdict in the case of the three men who were charged with the murder of two men and a boy on the Kun Yam mountain, in the New Territory, on the 2nd December, 1906. A verdict, however, was not reached till long after the fifth hour, at which time only standing room could be secured in the court-room.

When the proceedings resumed at 10 o'clock, Dr. Ho Kai, for the defence, continued his address to the jury, dwelling on the same strain as he did yesterday afternoon, that is, finding fault and picking holes with the evidence adduced for the prosecution, and stamping it as "impossible evidence."

At a quarter past eleven o'clock Mr. W. Rees Davies (the Attorney-General) began his address, which lasted somewhat over an hour. In the address he confessed that during his career he had never seen a trial which had commanded so much interest and was so difficult to ferret out, as this trial. He then referred to the question of *alibi*, which he said was a dangerous mode of defence, and, proceeding, he urged that the *alibi* defence attempted to establish was unfounded, as each witness's story corresponded in every detail, which was obvious to the jury and was coasted.

Before the opening of the Chief Justice (Sir Francis Pigott) stated to sum up. He commented on the evidence at length and directed the jury on the question of law.

The jury retired at 1.16 o'clock to consider their verdict. After an hour and five minutes' deliberation, they returned and the Foreman announced that they had found all the three prisoners guilty unanimously.

As the Chief Justice was about to pass sentence of death, Dr. Ho Kai moved for the arrest of judgment on the ground that a piece of important evidence regarding the finding of the deceased man's watch in the box of the prisoner, one of the accused had been omitted during the trial. Counsel then quoted authorities to substantiate his motion.

The Attorney-General stated that the motion for the arrest of judgment only affected the first accused.

Dr. Ho Kai—No, all of the accused.

The Chief Justice stated that the point taken by Dr. Ho Kai would be considered. Sentence would be postponed until the question had been argued.

JURYMEN EXCUSED.

Then turning to the jury the Chief Justice thanked them for the interest they had taken during the long trial. The two jurymen—Messrs. I. S. Perry and Mr. J. T. Shaw—who had been fined for non-attendance yesterday, were called to serve on the first case of the calendar—the robbery trial—he excused and remitted their fines to them.

The Criminal Sessions were then adjourned sine die.

HARBOUR COLLISION.

STEAM WATER BOAT DAMAGED.

26th inst.

A collision occurred in the harbour yesterday. It is reported that the *Hongkong Maru*, while entering the harbour, collided with one of the steam water-boats of the Union Water Boat Co., Ltd. The *Tai-er*, one of the vessels in collision, was badly smashed, the funnel being carried away by the force of the impact. Exactly how the accident took place, no details are available, these being withheld pending a course of inquiry which will be held into the circumstances attending the collision.

A survey of the *Tai-er* was being held this morning when a representative of (his paper) called at the office of Messrs. Dowell & Co., Ltd., general managers of the Union Co., to obtain particulars of the accident. The *Tai-er* was to be docked for repairs this afternoon.

No date has yet been fixed for the official investigation.

RETURN of visitors to the City Hall Library and Museum for the week ending the 24th May, 1908:—

Library Museum.

Non-Chinese..... 340..... 230

Chinese..... 725..... 750

Total..... 1,065..... 980

A couple named Leung Sing Kai was convicted at the Police Court this morning (28th inst.) on a charge of theft. Accused entered a house at 71, Cooke Street, Hongkong, early this morning, and was seen leaving the premises with a bundle of clothing belonging to some of the domestic staff employed by the Flock Company. The alarm was given and accused was seized. He was sentenced to six weeks' hard labour.

SANITARY BOARD.

FORTNIGHTLY MEETING.

Last Tuesday afternoon the usual fortnightly meeting of the Sanitary Board was held, when the undermentioned business was transacted:

MODIFICATION REQUIRED.

The following applications from Mr. E. M. Hazland, architect, for modification of the requirements of Sections 188 and 193 of the Public Health and Buildings Ordinance, 1903, in respect of a house on Inland Lot 522, was considered.

The first application was dated 6th May, and read: Under section 193 of Ordinance 25 of 1903, I have the honour to apply to the Board to recommend to the Governor-in-Council for a modification from the requirements of the Ordinance with respect to the rooms of a house proposed to be erected on the above-mentioned lot to Caine Road.

I beg to point out that this will be a detached house in the European Reservation which will be occupied by one family and the rear rooms will be provided with large windows which will give good light to these rooms.

To this the Hon. D. P. W. wrote:—I will not detain this paper as the matter can be dealt with on the plans deposited in this office. From what I can gather, it is proposed to erect a big four-sided house on a small site which is surrounded on three sides by high buildings or retaining walls.

The second application, dated May 13th, was as follows:—I have the honour to apply that Sections 176 and 188 of the P. H. and B. Ordinance may be waived with respect to this house as these sections do not appear to be applicable in this case. There is a high wall at the rear retaining Seymour Road which makes it difficult to comply with Section 176.

The building will be kept more than 18 feet away from the foot of the wall. Section 188. The rear side of the site is very narrow but the building will be set back a good distance from the road. I trust that this will meet with your approval.

Dr. Pearse wrote:—The large amount of glazed area for these rooms will, I consider, sufficiently light them, and recommend that the plan be accepted.

The Hon. D. P. W.:—The plan submitted does not convey a very good idea of the proposal. The proposed building will be a four-storyed one, 55 feet in height. There is a retaining wall in the rear of it, ranging from 47 to 55 feet in height, and there comes a wall of which is 55 feet in height and a block of three storeyed buildings to the westward of it, 49 feet in height. It derives little benefit from being "detached." I do not consider it a case meriting modification.

CUBICLES REQUIRED.

An application for permission to erect cubicles on the first floor of 113, Wanchai Road, was considered. The correspondence follows:—

"The petition from Tam Chan Chi, No. 113, Wanchai Road.

"Sheweth:—That in accordance with the law she prays that permission may be given her to erect cubicles on the first floor of the above house for which she will be very grateful."

The Sanitary Surveyor visited the premises and reported thus:—No cubicles recommended for the ground floor, which is used as a workshop. The first floor is occupied by family people, the lighting and ventilation is good.

Dr. Pearse minutely recommended the Board to grant the number of cubicles as suggested by the Sanitary Surveyor.

JAPANESE COTTON SPINNERS.

A CRITICISM OF THE RESTRICTION OF PRODUCTION.

In a well-written article, tempered by a vein of humour, the *Tokyo Asahi*, a paper against the laziness and stupidity of the Japanese cotton spinners. Recently there came into existence amongst the Japanese sugar refiners an agreement putting a restriction on the amount of production, says the *Tokyo Journal*, and this has now been followed by a similar undertaking among the cotton spinners. In this age of strenuous life this comes in the nature of a surprise. Certainly in the event of a congestion of the market brought about by over-supply it may be necessary to restrict production to within certain limits pending a revival of the market. Such, however, is not the case with Japanese cotton-spinning. To begin with there has been a considerable falling-off in the export of cotton yarn during the last few years.

In 1899 the export of yarn amounted to over 200 million *kin* and in 1903 to 92 millions. Since then, however, its export has been on the decline with the increase of the domestic demand, and the amount of export has never since exceeded 60 million *kin*. But this was not due to a diminution of the demand in China. While the sale of Japanese yarn was falling off, that of Indian yarn has been steadily increasing. Up to 1902 the import of Indian yarn to China had never reached 40 million *taels* in value, that for 1900 being only 20 million *taels*. Since 1903, however, the amount has increased to 40 and 50 million *taels*. From these facts it will be clear that the diminution of the export of Japanese yarn to China has been the result, not of the decline in the demand, but that Japan had not a sufficient surplus to satisfy the demand owing to the suddenly-increased domestic requirements. In the meantime, Indian yarn has steadily encroached upon the Chinese market.

Such being the case, continues the *Tokyo Journal*, the Japanese spinners ought to strive hard to recover their lost ground, instead of remaining idle by the partial suspension of work. It seems the height of absurdity to suppose that the result of such a conservative policy would be the further narrowing down of the market for Japanese yarn. In other words, the decision of the Japanese spinners may be described as a boycott in an inverted sense. Their inconsistency is heightened when it is considered that efforts are seemingly being made at Shanghai to dispose of yarn at an exorbitant price by doubtful means.

If cotton-spinning were a Japanese monopoly, the spinners might succeed in their selfish aims, but unfortunately there is a formidable rival in the Far Eastern market, and the Japanese are prepared for great and continued efforts they may ultimately be driven from the field altogether.

[The above article is interesting as the expression of a point of view, but it fails to take into consideration the whole of the factors that have been at work, chief among which is the increase in cost of production that has taken place as the result of increased taxes and a bad fiscal system.]—*Japan Chronicle*.

A couple named Leung Sing Kai was convicted at the Police Court this morning (28th inst.) on a charge of theft. Accused entered a house at 71, Cooke Street, Hongkong, early this morning, and was seen leaving the premises with a bundle of clothing belonging to some of the domestic staff employed by the Flock Company. The alarm was given and accused was seized. He was sentenced to six weeks' hard labour.

JAPAN AND CHINA.

It seems to be somewhat unfortunate that Baron Hayashi, who established a considerable reputation during his occupancy of the post of Minister at Seoul and has since represented Japan, to all appearances acceptably, at Peking, is quitting his post at a moment when so many matters of importance are pending between the Chinese and Japanese Governments, the more especially as it does not appear that his departure is due to any dissatisfaction with the manner in which he has discharged his duties. However, Mr. Juin Hikoichi, late of the Embassy at London, who is mentioned as the Baron's successor, was at one time Secretary to the Legation at Peking and is credited with a close knowledge of Chinese affairs. It is certainly very much to be hoped that the removal from Peking of the diplomat who has had the various current negotiations under his charge will not lead to any delay in the settlement of the question now at issue, for it is a fact that not for several years have Chinese affairs been so keenly watched in such an unsatisfactory condition. Only a short time ago Japan's influence was looked upon as being in the ascendant at Peking, much was heard of Japanese naval and military instructors and of Japanese teachers in schools and colleges, Japanese advisers were said to be about to be called into consultation as to various contemplated reforms, and, generally, there was an impression abroad that Japan was to be accepted as China's guide, philosopher, and friend in the work of national regeneration.

Whatever amount of truth there may be at one time have been in this picture, it cannot be guaranteed that at the present moment so much less rosy state of affairs, from the Japanese point of view, has to be recorded. Indeed it may almost be said that China seems less disposed to cultivate friendly relations with Japan than she is with any other country. We hear of Japanese engineers and military instructors being replaced by foreigners of other nationalities, there is a marked disposition to send Chinese students to Europe or America instead of to Japan, and the Peking Government seems much more inclined to look to other Powers, especially the United States, for support in resisting Japanese influence than to invite Japanese assistance in setting her house in order. In a word, China and Japan, instead of drawing closer together, as they seemed likely to do at the time of the termination of the late war, have been steadily drifting further apart. Whether this has been due to obstinacy and unreasonable upon the part of China or to lack of tact and a too exigent attitude on the part of Japan, is a question upon which opinion is likely to differ very widely. What is clear is that for some reason or other there is increasingly showing itself in China an ominous dislike and suspicion of this country.

The condition of affairs is naturally beginning to give rise to a good deal of self-questioning in Japan, and it is significant that a not unimportant section of opinion is disposed to put much of the blame on the shoulders of the Tokio Government. Count Okuma has become so much of a professional critic of Japan's foreign policy that one is inclined to somewhat discount an article of his in the magazine entitled *To-Sai-Nan-Boku*, in which he strongly condemns the Japanese Government's action in the *Tatsu Maru* affair, which he declares to have quite unnecessarily provoked the indignation of the Chinese, but when it is found that there are two other important magazines, the *Tokyo* and the *Chuo Kwan*, unite in condemning the attitude of Tokio and in asserting that there was considerable justification for China's anger, it is evident that there exists in this country more than a little uneasiness as to the tendency of Japan's policy vis-a-vis the Chinese Empire.

The criticisms which are levelled at the Government in this matter may not be entirely well-founded, but it is all to the good that voices should be raised to insist that Japan must so shape her policy as to propitiate, instead of alienating, a neighbour whose goodwill is so important, alike commercially and from a political point of view.—*Kobe Herald*.

NECESSITY FOR MORE FRIENDLY RELATIONS.

From the latest reports to hand there is little doubt that the *Nippon*, that the boycott movement in Canton is gradually on the decline. At last the Chinese seem to have begun to realise the foolishness of the movement. The circular letters from the Chinese students in Tokyo recently sent to their compatriots against the ill-considered nature of the boycott may have proved an effective eye-opener to the Canton people. But with the promised return of a more favourable state of things in China it is advisable that Japanese should also change their attitude towards China and the Chinese, to that friendly relations and a community of interests may be more closely cultivated between the two peoples. The present boycott movement, which has ostensibly originated in the *Tatsu Maru* affair, might have been averted if the Chinese had not previously been brought to entertain ill-feeling against the Japanese.

In order to bring about an improvement in the relations of both countries nothing could be better than the creation of a closer community of interests between the two. The Chinese should be invited to participate more freely than at present in enterprises to be undertaken conjointly. In connection with the South Manchurian Railway, for example, though it is a joint undertaking between the two countries in name, the Chinese share is so small as to be almost a negligible quantity. Such a thing is more than likely to create a feeling of resentment and prejudice on the part of the Chinese against Japan. At a recent sitting of the French Chamber of Deputies the Budget Committee, referring to the Colonial question, pointed out the necessity of making the colonial policy of the mother country coincide with the interest of the natives, and urged the importance of carrying out everything with their full accord and co-operation. This view of the French Chamber was quoted by the German Minister of the Colonies at a recent meeting of the Reichstag on the occasion of the debate on the Colonial question. Japan also should adhere to similar principles in dealing with matters in and out of Manchuria. And the cultivation of a closer community of interests between Japanese and Chinese should be encouraged and carried out as much by the Government as by private efforts.

THE SETTLEMENT OF THE YALU FORESTRY QUESTION.

A telegram has reached the Foreign Office in Tokyo from Baron Hayashi, Japanese Minister in Peking, stating that as the result of a meeting on the 22nd instant of Mr. Abe, Secretary in the Japanese Legation, and the Chinese Commissioner, the negotiations on the question of lumbering on the Yalu were brought to a successful conclusion, and an agreement was to be signed yesterday, the 14th instant. The lumbering is to be conducted by a company with joint Japanese and Chinese capital. The substance of the agreement is given as follows:—

(1) The lumbering district will be divided into two sections. The first comprising a tract of land within 60 Chinese miles of the right bank of the Yalu, bounded by the hills to Nijushidoko. Within this extent of land the company shall carry on the lumbering trade, undertake the planting of trees and other work relating to forestry.

The second section will comprise the tract on the right bank of the main stream of the Yalu, on the side of the first section, and including the valley of the Hun River. In this section, lumbering shall be carried on

LANE, CRAWFORD AND CO., LD.

ANNUAL MEETING.

The annual meeting of Messrs. Lane, Crawford and Co., Ltd., was held in the office of the company at Shanghai, on the 22nd inst., Mr. J. Ambrose presiding. The following shareholders were present:—J. Ambrose, D. W. Crawford, J. West, D. Campbell, Directors; W. S. Featherstonhaugh, Secretary; J. Trevor Smith, R. Macdonald, A. S. P. White Cooper, H. H. Read and Captain J. P. Lorne.

The Chairman said:—Gentlemen, The report and accounts for the year ending 29th February last have been in your hands for some time and may, I presume, be taken as read, but before proposing the adoption of same I would like to make a few remarks on several of the amounts shown therein. I wish first to draw your attention to the result of the year's working which shows a profit of \$44,557.85 as against \$44,118.11 for the year ending 28th February, 1905, an increase of \$539.74, not a great increase certainly, but when the great depression in business was general in Shanghai and the increased competition with which we have to contend is taken into consideration, may, I think, be considered highly satisfactory. After deducting the interim dividend of \$5.00 per share paid 10th November last there remains out of the net profit for the year the sum of \$32,057.85 which together with \$70,983.99 brought forward from last year, in all \$103,041.85, your Directors propose to dispose of in the following manner:—To pay a final dividend of \$7.00 per share together with a bonus of \$2.00 per share which will absorb in all \$22,000.00 and leave the sum of \$81,041.85 to be carried forward to the current year.

Cash in hand and at bank amounted to \$57,739.98 which is practically the same as at the end of our previous financial year, it then being \$57,821.26. Our stock, which has been valued on a very conservative basis, stood at \$169,120.95 as against \$166,635.25, an increase of \$2,485.70 over the previous year. Sundry Debtors after making due provision for bad and doubtful debts, amounted to \$91,130.16 or \$2,099.66 higher than last year. This item may appear to be rather a heavy one but every effort is made by our staff to keep it as low as possible, and the special reserve of \$5,000.00 for any extraordinary losses which might arise is considered by your Directors to be ample. Our investment account which on the 30th February, 1907, stood at \$46,234.83 now stands at \$4,397.11 which reduction is due to our having disposed of the greater portion of our securities for the purpose of paying for the adjoining property. You will doubtless remember that we had arranged for the purchase of that property at \$46,000.00 which purchase is now completed and the property transferred to us. To pay for it we issued \$46,000.00 of debentures bearing interest at 7 per cent. per annum as shown in the balance sheet before you, the balance of the purchase money being obtained by the sale of the securities before alluded to, the legal and other expenses connected with the purchase and transfer being paid out of the year's profits. Interest on these debentures has been debited to the account for half year 31st March, whereas our financial year ended 29th February, so that interest for six months instead of five months has been debited to the year's working which was done to simplify accounts. The removal to our new premises which will take place within the next few months will naturally entail a considerable expenditure in the way of suitable fitting as we wish to have the place made complete. The construction of these fittings is well advanced, so do not anticipate any delay from that source. In connection with this I may say we have arranged with our landlords to renew the lease of our present premises for a further period of three years, and have also arranged to sublet the ground floor of our present store to a firm who will not be a competitor to our business. The upper floor we retain, as we propose extending our business branches other than those in which we are now engaged, and for which room could not be found in the new premises alone. Your Directors have every reason for thinking the proposed extension will be a success and I am sure that you as shareholders hope so. Exchange has been a somewhat difficult problem in the conduct of your business during the year. A year ago it stood at 2-1/2, now it is a little under 2-1/2, which is a very considerable fall, but as this is a matter over which we have no control and something therefore which cannot be provided for, we have to make the best we can of the situation and hope for a rise in exchange. Mr. Cope having retired from the Directorate in April, 1907, Mr. David Campbell was invited to fill the vacancy on the Board. His appointment requires confirmation which will form the subject of a resolution later on.

That, Gentlemen, I think all I have to say in connection with the report and accounts before you, but before putting the resolution to the meeting for passing same, if any shareholder has any questions to ask, I will do my best to answer them.

Mr. White-Cooper remarked that as shareholders they had every reason to congratulate the Board and themselves on the excellent results of the year's working. Comparisons were odious sometimes, having a feeling of self-complacency, but if they just compared the results, their year's working with that of a similar establishment not very far off and whose accounts were recently published, he thought the companies were in a very favourable position. With a very much smaller capital, with a stock of only some \$15,000.00 as against a profit of \$15,000.00 paid by the establishment to which he referred. He thought that was in part due to the invariable civility, courtesy, and attention which customers received from the employees. He thought that they must admit that they made a very great difference in the prosperity of a concern like theirs. They might spend lots of money in advertising, but if they did not have employees who would please their customers and serve them well they would make no progress. Another point in which they were very successful was the way they ran their accounts. He did not think they sent in accounts which had been paid twice, and he was very glad that they had no suspense account. He thought that the success of the company was in part due to these two things and he wished to congratulate the board.

The Chairman replied on behalf of the board and thanked Mr. White-Cooper for his kind remarks. He was sure that if care and attention on the part and on the part of the staff will make the business a success it would be one. He then moved the adoption of the report and accounts and Mr. D. W. Crawford seconded the motion was carried.

The Chairman proposed that a dividend at the rate of seven per cent. on the capital of the company together with a bonus of \$1 per share be paid. Mr. West seconded and this was likewise agreed to.

Mr. H. H. Read moved, and Captain Howe seconded, that the appointment of Mr. David Campbell from April 1907 to serve as a Director be confirmed, and that Mr. D. W. Crawford be re-elected a Director. This was

Thomson were elected auditors of the company for the year at a salary of £1,300 per annum. The meeting concluded by a vote of thanks to the Chairman, proposed by Mr. A. S. P. White Cooper.

THE OPIUM QUESTION.

GREAT BRITAIN AND OPIUM.

Lord Li Chia-fang, Chinese Minister in London, has submitted to the Throne, by telegraph, a memorial in which he states that the British Government is using every effort to assist China in putting an end to the opium traffic; and that it displays great sympathy with the Chinese Government in its endeavours to abolish smoking. The Minister strongly recommends the shortening of the period fixed for the entire abolition of opium in China.

OPIUM IN SHANGHAI.

In order to encourage the anti-opium campaign, H.E. Tunn Fang, Viceroy at Nanking, has issued instructions to his Honorary T'ai-huang, the Shanghai Taotai, asking him to reduce the amount of opium sold by the houses in the Native City and to increase the rates of the opium duties by one-third from the 12th day of the 5th moon (June 10) or such other subsequent date in the 34th year of H. I. M. Kuang Hsu (1908-09), as may appear advisable to the Taotai. We understand that his Honour has already instructed the Anti-Opium Bureau to draw up a set of regulations for the carrying out of the Viceroy's instructions.—N. C. D. News

PROHIBITION IN AUSTRALIA.

The Australian prohibition of the importation of opium is a fact. Officialdom is backed by an ingenious, unscrupulous, and desperate syndicate of European and Chinese smugglers who defy every precaution, outwit every detective, and are now making fortunes out of the 10,000 Chinese and 300 European victims of the opium habit, who live in the Cam-Osh. The Customs Department officials have, of course, made many seizures since Jan. 1, 1906. But their work, good as it is, has failed to check the importation to any material extent, and cannot succeed unless every passenger from overseas—no opium comes from America and Europe as well as from China—is personally searched. The report of Dr. Wollaston, Comptroller General of Customs, shows that Australia, in its zeal for righteousness, has sacrificed \$60,000 a year in revenue and added considerably to the cost of its government service without banishing opium from its shores.

OIL MILL ABLAZE.

ANOTHER FIRE AT SHANGHAI.

At 2.30 a.m. on 23rd inst., the police at Shanghai received information that a fire had broken out at the Shanghai Oil Mills, near Jessfield, on the far side of the Szechow Creek. The alarm was rung, and soon trucks and ladders were speeding to the vicinity of the blaze. The sky was lit up with the glare of the flames, and when the firemen got to the spot the mill was burning fiercely. It was a magnificent sight. Not only were flames leaping high from the mill buildings, but far up in the air the vapour of the oil was burning, making it appear as if the sky itself was alight. The firemen could render little assistance, as the mill is outside Settlement limits and no effective streams could be put on from the other side of the creek. The fire-boat was sent for, but could not get up the Szechow Creek. After doing what they could they left the mill to burn itself out. Under the direction of the Mill Superintendent the staff did all that was possible to prevent the flames from spreading, and they were successful in saving the boiler mills close at hand, which caught several times. A large matchbox about fifty yards away from the mill building was totally destroyed, and the superintendent's house was gutted after heroic but futile attempts had been made to save it from the flames.

At the time of the outbreak new machinery was being installed, and it is stated that some oil cake which was left in the warming pan in the washing room, became overheated, and exploded, setting fire to the building. A Sikh watchman, who was that night patrolling the premises for the first time, discovered the fire, and he informed his master, who telephoned to the police. Yesterday afternoon what remained of the building was still burning and it is expected that two or three days will elapse before the fire completely burns itself out. Half of the new machinery was on the premises at the time of the fire, and the damage, which is said to amount to over £15,000.00 is fully covered by insurance.

At 7.30 p.m. the fire broke out again, fiercely and in connection with the report and accounts before you, but before putting the resolution to the meeting for passing same, if any shareholder has any questions to ask, I will do my best to answer them.

CHINESE REBELS.

SIXTY REFUGEES ARRIVE AT SINGAPORE.

On the arrival of the Messageries Maritimes steamer *Lat Sang* from Saigon on Monday (18th inst.), the Count de Bondy, the French Consul, informed the police authorities that there were on board sixty Chinese revolutionaries who wanted to be landed at Singapore. It was stated that these men had gone to Saigon from Hanoi. The French Government refused to have them in their territory and placed them under arrest. It is alleged that the rebels expressed a wish to be sent to Singapore, and they were accordingly put on board the *Lat Sang* and a guard of French and Annamite gendarmes came down in charge of them.

The local police put a guard round the vessel to prevent any of the men from landing. The *Lat Sang* was detained until yesterday when it was decided to land the Chinese and take them into custody. Mr. E. A. Gardiner, the Chief Police Officer, accompanied by Sergeant Barthelemy and a few European constables proceeded by tram to the Borneo Wharf, where the *Lat Sang* was lying. Sergeant Major Boloh followed with a large body of Sikhs and Malays, the latter being armed with batons and well supplied with handcuffs. The rebels were drawn up on deck guarded by French gendarmes armed with rifles. They looked like ordinary singkhs, each man carrying a bundle of clothes and many wearing large bamboo hats.

The Count de Bondy handed the men over and offered to send them back to Saigon by the next steamer if desired. He also offered the assistance of the French guard, but this was not required. The gendarmes will remain here for a week to get the next steamer to Saigon. Very quietly and obediently the Chinese were marched ashore and were placed in one of the electric trams. Under police escort, they were taken to the Central Police Station and were placed in the cells there. Judging from the conversation, there appeared to be many Cantonese among the prisoners. They gave no trouble at all.

Under section 3 of Ordinance VII of 1906, the Banishment Ordinance, the Governor in Council may make an expulsion order in respect of any person who "has been sentenced" in a foreign country for a crime

(not being an offence of a political character). And under section 2 of IX of 1906 a master is forbidden to bring into the Colony "any person who has been banished from any foreign country." And the passenger landing may not be detained more than 48 hours without written authority from a police magistrate, but may be sent back to his port of embarkation.

A representative of the *Singapore Free Press* called upon Mr. Tse Tung, Viceroy, after noon, and enquired if he had heard of the arrival of the refugees.

This courteous official said he had heard something about the affair from a Chinese passenger on the *Lat Sang*.

Do you intend taking any action in the matter? enquired our representative.—No.

If the Government allows them to remain here, will you raise any objection?

There are many rebels here, replied the Consul with a smile.

The Consul said that probably the refugees had been driven out from Hanoi, on the frontier of Yunnan Province. He thought that they were probably Cantonese, but did not know anything about them, he hoped they would not cause any trouble in Singapore.

CANTON DAY BY DAY.

THE OPIUM CAMPAIGN.

[From Our Own Correspondent.]

Canton, 22nd May.

An anti-opium bureau for the purpose of prohibiting the habit of opium smoking among the mandarins here, was reported the other day, was opened yesterday under the charge of the Police Department.

Mr. Chan Wai Po, the promoter of the Canton Self-Government Society, and director of the Canton Fong Pin Hospital, is about to proceed to Annam and the Straits Settlements, etc., to investigate the conditions of trade there and to also solicit subscriptions for the Canton Shipping Company from the Chinese people residing in the South.

HOUSE COLLAPSE.

23rd May.

Last evening, at 8 o'clock, the front portions of the two shops—Hop Lung and Shue Cheung—in Hing Lung street, unexpectedly collapsed, and four of the inmates of the latter shop were more or less injured.

The persons in the first-mentioned shop, noticing premonitory signs of collapse, all in a panic rushed into the rear portions of the building. Thus not one of them has suffered any injury. On the alarm being given after the collapse, immediate assistance was secured from the Canton Fong Pin Hospital, the Anti-Opium Association, the Canton Self-Government Society, and the Canton Medical College, etc., and rescue parties at once proceeded to clear the debris. The bodies were busily engaged at the work for several hours and up to 11 o'clock three persons have been extricated from the wreckage. These unfortunate were passers-by and met their death in the accident. The wounded men have been removed to the Fong Pin Hospital for medical treatment and the dead were also conveyed to the Hospital for identification. It is reported that the excavating of the trenches in the roads by the Canton Waterworks Company has weakened the foundations of the buildings on the sides and the above collapse is attributed to that cause.

CONSTITUTIONAL GOVERNMENT.

The Canton Viceroy has received instructions from Peking to establish a Preparatory Constitutional Government Investigating Department in Canton. His Excellency has accordingly given instructions to the Provincial Treasurer to draw up a set of regulations to govern the opening and working of the Department. The Provincial Treasurer, the Provincial Judge, the Provincial Examiner and the Salt Commission have been appointed directors, and Taotai Wong Yu Hui has been appointed to be managing director with salary at the rate of Taels 100 and Tis. 100 allowance a month. The board of directors has been instructed to make the necessary preparations for the establishment of the Department at an early date.

YUNCHOW RIOTERS SURRENDER.

Taotai Kwok Jen Chang, commander of the troops of the prefecture of Yunchow, reported to the Canton Viceroy by wire that a number of insurgents in the locality have recently surrendered to him and delivered their weapons with the request that they be permitted to join the military forces there. Taotai Kwok has granted their prayers and enlisted them accordingly.

POPPY CULTIVATION.

The Canton Viceroy has forwarded despatches to the officials of the different districts instructing them to furnish a statement showing the area under poppy cultivation in their respective districts, within five days from date of the receipt of the despatches.

THE OPIUM CAMPAIGN.

25th May.

Yesterday the Canton Anti-Opium Association held a meeting and it was decided to organise a street parade to take place on the 2nd day of the 5th moon with the intention of once more encouraging the opium smokers to rid themselves from the habit by means of the show.

NEW PROVINCIAL EXAMINER.

The Chinese gunboat *Kwang Heng* was despatched to Hongkong yesterday to meet the new Provincial Examiner, Tsen Tseng Tung, who was expected to arrive at Hongkong to-day.

LIKIN COLLECTIONS.

The amount of Likin duty collected during the second ten days of the 4th moon by the Likin officials was \$9,997.8.6 taels.

THE HOUSE COLLAPSE.

With reference to the accidental collapse of the two buildings in Hing Lung street on the evening of the 22nd inst., in which three lives were lost and four persons injured, the people inhabiting that street lodged a complaint with the Canton Waterworks Company. The Kwangchow Prefect Chang, director of the Waterworks Co., proceeded on the following morning, to make an inspection of the two buildings.

CHINESE STEAM LAUNCHES.

Since the establishment of the Chinese Steam-launch Owners' Association here forty-nine Chinese steam-launches, which formerly flew foreign flags—30 British and 19 French—have reverted to the national Dragon flag, as reported by the association to the Shao Hou Chu.

CANTON-HANKOW RAILWAY.

The committee of the Shung Ching Charitable Institution has written to the Canton-Hankow Railway Company, declining the request of the Company to undertake the collection of the second call of subscriptions on behalf of the Company.

16th May.

RUMOURS OF UNREST.

The Canton officials have been in receipt of information that some anti-monarchists are attempting to create a disturbance in the district along the West River, and in consequence a large body of troops was yesterday despatched to be stationed within the district to be held ready in case of emergency.

NEW PROVINCIAL EXAMINER.

The new Provincial Examiner, Tsen Tseng Tung, arrived here this morning; he landed at the Kowloon Wharf, where he was received by the Kwangchow Prefect and the two district magistrates of Nanchow and Panyu. Tsen will take over the seal of office to-morrow.

TIBET.

The Canton High authorities have received instructions from Peking to appropriate from the Government Treasury a sum of 100,000 taels to be remitted to Tibet towards the funds for the reorganisation work there.

CONSUL GENERAL FOR AUSTRALIA.

A Feking telegram states that Taotai Liang Lan Fan has been appointed to be Consul General for Australia. It will be remembered that Taotai Liang was a duty of foreign affairs at the post of Pakhoi, when the rising occurred in the neighbouring prefecture of Yunchow, and he was much appreciated for his good services in giving every necessary protection to the foreigners residing at that post. Taotai Liang has been a director of the Canton Imperial Chinese Telegraph Administration for some time, and he was transferred to Swatow as director of the Bureau of Foreign Affairs there a few months ago.

RICE SALES.

The daily proceeds for the sale of cheap rice to the four sheds during the days from the 21st day to the 24th of this month were as follows:—

	East	West	Hongnam	Wonggha
21st	\$3,370	\$1,608	\$1,102	\$1,078
22nd	2,319	1,474	1,308	1,053
23rd	2,592	1,473	1,546	992
24th	1,864	1,367	1,163	857

17th May.

ALLROD BLACKMAILER ARRESTED.

On the 22nd inst., a robber named Tam Ah Hui was arrested in Shun Tak district, and was brought to Canton yesterday. This man is reported to have been in the habit of sending blackmailing letters to Shamen demanding money from foreign firms.

INSPECTION OF FORTS.

The Superintendent of the Canton Military Training Department has been instructed to proceed to the Boca Tigris to make an inspection of the different forts with Admiral Li Chun.

PLAQUE PATIENTS.

At present there are over three hundred plague patients lying in the Canton Fong Pin Hospital for treatment. These patients were mostly imported from Hongkong; they were received by the members of the hospital at the wharves of the river steamers on their arrival and admitted to the hospital since the beginning of the summer season. It is reported that many of the patients, who have been admitted to the hospital have recovered and have been discharged.

GUARDING THE FRONTIERS.

The authorities of the three provinces of Kwangtung, Kwangsi and Yunnan have proposed to jointly station fifty regiments of troops along the boundaries of the three provinces permanently, to prevent the insurgents from fleeing over from one province to another. A sum of a million taels will be raised by the authorities of these provinces towards the expenses.

28th May.

MORE COLLAPSES.

Yesterday evening, at 7 o'clock two other buildings in Hing Lung street collapsed. Fortunately there were no lives lost in the accident. It is ascertained that the two buildings in question have long been in a dilapidated condition and the cause of the collapse was not due to the digging of the trenches in the street by the Canton Waterworks Company.

KIDNAPERS ARRESTED.

On the 25th and 24th inst. Brigadier-General Wu succeeded in capturing eight robbers on the East and West Rivers who were in the habit of kidnapping children.

ORDER FOR CARTRIDGES.

Admiral Li Chun has ordered, through Messrs. Arnold Karberg & Co., 50,000 smokeless cartridges; the consignment is expected to arrive here shortly.

PRAYING FOR RAIN.

There has been no rain for some time in Canton, and the people are anxious for a copious downpour. The Kwangchow Prefect and the two district magistrates of Nanchow and Panyu have to-day offered prayers at the Shing Wong Temple for rain. They will continue praying there for three days.

Viceroy Chang yesterday received a telegram from the Yunnan Viceroy, H.E. Sik Liang, informing him that after a severe engagement for several days Hoku was re-captured on the 26th inst. by the Imperialists. H.E. Sik asked him to give publicity to the intelligence so as to pacify the public mind.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on the 25th inst.:

There has been a slightly healthier tone in the local share market during the week under review, and many of the prices have shown an improvement, although the volume of business transacted has not been considerable.

Banks.—In Hongkong and Shanghai Banks, a further substantial rise has set in; and after numerous sales reported at various rates from \$720, the rate steady at \$750. The London rate has improved to 276 1/2 to 100.

Marine Insurances.—Cantons are still on offer at \$135 and North Chinas at \$774. Unions have probable buyers at \$795. Yangtzes have strengthened to Tis. 1524 in the North.

Life Insurances.—China Fives are firmer and have buyers at \$31. Hongkong Fives can probably be secured at \$315.

Shipping.—There are sellers of China and Malacca at \$16, but buyers are not forthcoming. Hongkong, Canton and Macao Steamboats are firm at \$24.50 while Shell Transports remain quiet and without business to report at 45/-.

Sugar Feries old and new have declined to \$15 and 15 respectively, ex the dividend of \$1 per share on the old and 10 cents per share on the new shares, paid on the 17th inst.

Refined.—China Sugars are in demand at the reduced rate of \$24 after sales. Lumsen have charged hands at \$11, during the week, and at the close, the rate steady at \$22. Perak Sugars can be placed in the North at Tis. 724.

Mining.—Chinese Engineerings can be sold in the North at Tis. 154. Raube are slightly easier and can be obtained at \$82. From private telegraphic advices received from Singapore we learn that the crushing for the past period of four weeks yielded 921 oz. gold from 54,600 tons stone, and by cyanide process, 101 oz.

Docks, Wharves and Godowns.—Kowloon Wharves have changed hands during the early part of the week at \$28, and later at \$27, closing steady at the latter rate. Whampoa Docks are in demand at \$105, but none are obtainable. Shanghai Docks are a firmer market, with buyers willing at Tis. 57, and Hongkong Wharves at Tis. 56.

Land, House, and Building.—Hongkong Land continues to be sold at \$200, without including buyers. Humphreys Estates are in further demand at \$10 and Kowloon Lands at \$25. Shanghai Lands have sellers in the North at Tis. 119.

Cotton Mills.—Ewos can be placed in the North at Tis. 54, while Hongkong Cottons have local buyers at \$11. In the North, Internationals have risen to Tis. 62, and Lau Kung Mows are in demand at Tis. 77.

Miscellaneous.—China Borneos are steady at \$11, and Hongkong Electric have inquiries at \$11. Hongkong Light and Power shares have been booked at \$64. Union Waterboats have weakened in \$11, closing, with buyers.

Peak Tramways (fully paid), and Green Island Cements have found buyers at \$14 and \$15 respectively. William Powells are in further request at \$54. Langkats are on offer in the North at Tis. 510 and Sumatras at Tis. 94.

Kwango.—The Hanks selling rate on London is 1/9 1/2 in Demand. The T.T. rate on Shanghai is 74 1/2.

Dividends payable.—Watsons—50% of 30 cents per share for 1907, payable to-morrow. Langkats—Second interim of Tis. 10 for 1908, payable in Shanghai on the 15th prox.

YARN MARKET.

In their report dated 25th inst., Messrs. Phirozsha H. Petit & Co. write:—

Our last circular was dated the 15th inst. Throughout the past fortnight market has ruled firm and, with steadiness in exchange and regularly in demand, checked here and there by the somewhat unsettled condition of the money market.

The recrudescence of anti-monachism, prices have gone up one dollar in almost all countries. This advance in rates does not apply to No. 10, which has gone back one dollar from last month's quotations; this recession is due to largeness of stock.

Naive reports, both official and unofficial, concur as to the repression of the insurgents' unwelcome activities in Yunnan. With normal conditions restored and an inflow of ready cash by reason of the reported plentiful second silk crop in Kwangtung, there is every reason to expect a revival of the market.

The prospect of the year market, eliminating the uncertain and fluctuating factor of exchange, which seriously disturbs the even tenor of trade in the Indian commodity, there is no reason why demand should not be brisk even though a marked advance in prices be not established. At the present time stocks, as compared with previous years, are in favour of creating a demand in response to legitimate inquiries from the consuming districts.

Thanks to the solicitude of a responsive Government the representations of the Chamber of Commerce against the now notorious lottery scheme of the Japan Cotton Spinners' Association evoked a communication from the Consulate-General of Hongkong to the Japanese Consulate in which it was pointed out that the issue of lottery tickets in bales of yarn constitutes an infringement of the local Gambling Ordinance, and the Mitsui Bussan Kaisha and other importing Japanese firms have been warned accordingly. It is to be inferred that the Police have had instructions to seize any illicit importations, for the Colonial Secretary's letter of the 18th inst., to the Chamber of Commerce, concludes with the information that "the Police have not succeeded in discovering cases of such issue of lottery tickets as yet."

A number of the settlements reported within was effected for forward delivery, shipments to arrive in June, July and August.

No. 20.—A fair business transpired in selected threads at an advance of \$1 per bale.

No. 10.—Attracted the attention of buyers and cheap but selected threads moved freely at quotations.

No. 12.—In some favour. Sales are reported at an advance of \$1 per bale.

No. 10.—Ruled rather weak, and in many instances prices receded \$1.

No. 34 and 36.—No business reported.

The market closes firm.

Sales:—2,900 bales of No. 10, 950 bales of No. 12, 1,100 bales of No. 16, and 1,125 bales of No. 20; in all about 6,075 bales.

Arrivals:—Per steamers *Arratoon Apar*, *Lightning* and *Pookiang* (from Calcutta), and *Traite* (from Bombay) of about 3,000 bales.

Unsold Stock:—About 20,000 bales; Unclear Stock:—About 23,000 bales.

Exchange.—We quote to-day as follows:—

	Demand	Sh. 1916	Sh. 1917
India T.T.	At Rs. 134 1/2 per cent.		
London T.T.	At 135		
Shanghai	At 119 1/		

SUB-POSTMASTER C. E. Wilkins has been appointed to the River Post Office from March 10, 1908, and is officially installed.

The second torpedo-boat now being built at the Kawasaki Dockyard, Kobe, to the order of the Japanese Government, was successfully launched on 20th inst.

The Emperor of Japan and the Tsar of Russia have decorated the Russo-Japanese Commissioners who took part in the delimitation of the boundary in Saghalien.

The Asiatic Petroleum Co. has been admitted to membership of the Chamber of Commerce on the proposal of the Hongkong Bank, seconded by the Chartered Bank.

LIEUTENANT G. G. Richardson, 10th Mahrattas, having joined the command on 5th inst., from leave of absence granted to him in India, is taken on the strength from that date.

The negotiations between China and Japan for the building of the Kwangchow-Kirin Railway are practically concluded. Only diplomatic sanction from Peking is now awaited.

The Chinese Engineering & Mining Company announces that the total output of the Company's three mines for the week ending May 9, 1908, amounted to 25,168.07 tons and the sales during the same period to 24,449.15 tons.

The Agent of the Nederlandse Handel-Maatschappij (Netherlands Trading Society) informs us that he is in receipt of telegraphic information advising that a dividend of eight per cent has been declared by the Bank for the year 1907.

TELEGRAMS from Kwangchow state that Russia has been driven back to China sixty villages along the Amur River in the region of Aigun, which Russia occupied during the war, in consequence of the strong remonstrances made by the commandant of Aigun.

The new steam-launch, the *General Wood*, which was built by the China-Borneo Company at their Fort Fryer Works for the Malayan Government, has arrived at Zumbanga. The *General Wood* is 30 feet in length, 6 feet beam and 4 feet draught, and can attain a speed of eight knots per hour.

It is reported that the Throne has shelved H. E. Tang Shao-yi's memorial in which he advocates the abolition of the Peking Governorship, and that their Majesties have decided to order his Excellency to return to his post, as there are still many questions pending between China and Japan and Russia, concerning Manchuria.

The fine German four-masted bark *Rene Rickmers* has arrived in Rangoon ninety-nine days out. She had rather an adventurous passage, as shortly after leaving New York a hurricane struck the ship resulting in a heavy list to starboard. Between one and two thousand cases of oil had to be jettisoned before the ship righted herself.

H. E. Hsu Shih-chang, Viceroy of the Three Eastern Provinces of Manchuria, has sent an order to all his subordinates to the effect that from henceforth no officials shall be allowed to have any intercourse with the employees of Chinese newspapers. The injunction adds that should any officials be found breaking the rule, they will be dismissed from the public service and treated as political spies.

The *Osaka Asahi* has received the following San Francisco cable, dated May 18th:—It is reported from Washington that Messrs. Harriman, Schiff, Belmont, and other financiers have formed a syndicate for the purpose of undertaking the whole or the greater part of a Japanese loan of \$50,000,000 which Baron Sakata desires to float. A *Mainichi* cable from San Francisco also refers to the formation of a \$50,000,000 syndicate by E. H. Harriman, but says that its purpose is "to invest funds in the Japanese railways."

It is stated that the negotiations with a French syndicate for a foreign loan for the Kanagawachi Spinning Company are progressing. The representative of one of the leading French firms was in Kobe lately in connection with the loan business. This gentleman had several conferences with Mr. W. M. Managing Director of the spinning company, and left Kobe for home on the 15th inst. via Siberia, to consult with the French capitalists on the various matters discussed. His definite answer is expected to be received on the 15th of next month.

WITH reference to last Wednesday's statement that the "impudent vagrant" Ivanho is an Austrian subject, we are informed on good authority that the man in question possesses nothing but two Russian documents, in the one of which he is called an "inhabitant" of Canada, in the other an Austrian subject, but he is unable to produce any proofs for this alleged Austrian or British citizenship. It occurs very often that tramps of similar calibre make false statements with regard to their nationality in order to get pecuniary aid from different consulates at the same time.

THE British Vice-Consul at Taiten (Mr. H. G. Parlett) has been requested by a Japanese firm in that town, with a head office at Osaka, to put them in communication with any reputable firm of manufacturers interested in the following articles:—Woven woollen stuffs, woven stuffs used as linings (e.g., silk, satin, alpaca), coat and vest buttons, carpets, linoleum, table cloths, damask, lace curtains, blinds, flannels, blankets (coloured and other), and fanned bags. Communications from British firms with reference to this application should be addressed to the British Vice-Consul at Taiten.

A TELEGRAM from Moji dated the 19th inst., which is published by the *Japan Advertiser*, states that a Japanese employee of Messrs. Jardine, Matheson & Co.'s branch in that port has absconded, after embezzling a large sum of money belonging to the firm. The man's name is Honda Takeru, and it is alleged that for some time past he had been leading a dissolute life, and had incidentally been engaging in speculation which turned out badly. The total amount of his defalcations is given in the verbiage as ¥100,000, though it is difficult not to believe that this is greatly exaggerated. A strict search is being made for the man.

We understand that Commandant Lunet de Lajouquière, who has been visiting Bangkok after his very interesting and successful archaeological research in Indo-China's different countries, more especially in Cambodia, where he visited the world-famous Khmer ruins, Angkor monuments etc. etc., will start from here in a few days, when he will visit Patheung Pachim, Wattana and other notable places. After returning to Bangkok he will start for Muang Lom via Paknamphong and Pichit. Commandant Lunet de Lajouquière's work on Far Eastern Archaeology promises to surpass any undertaking of his kind hitherto attempted. We understand that he will also travel the Malay Peninsula and down by the west side and thence by the east side, on his journey to Burma, where he will carry out a detailed research in the vast field of world antiquity. A detailed archaeology which that country affords.

LIEUTENANT E. F. P. Shine, Supply and Transport Corps, attached 13th Rajput, sailed for duty per S.S. *Cheongshing* on 20th inst.

MAJOR-GEN. R. G. Broadwood, who has been making a tour of the battlefields of Manchuria and subsequently visited Japan, arrived in Shanghai on 21st inst. from Yokohama, accompanied by Captain Heathcote, his A. D. C.

TAN Ts, the Chinaman who was recently arrested at Manila for selling opium, was sentenced by Judge Araullo to a fine of ₱1,000. The Chinaman had sold opium to a secret service man who bought the opium with drug with marked money.

AT Dartmouth Police Court, on 22nd ult., 17 Chinese seamen from the steamer *Clam*, bound from Singapore to Borneo, were sentenced to one month's imprisonment for malicious conduct. They refused to continue the voyage, and had threatened the officers with knives.

ACCORDING to a telegram from Peking, the editor of the *Ching-hua Shin-pao*, a newspaper published there, has been arrested for breaking the Press Law, and the members of the Press have presented a joint petition to the Ministry of the Interior protesting against the arrest.

CAPTAIN CLAUDE H. CAMPBELL, Cameron Highlanders, has been formally seconded for service as adjutant of a volunteer battalion, and Lieutenant N. C. G. Cameron, who was supernumerary to the establishment, has been brought in on the strength of the 1st Battalion.

THE British steamer *Courfield*, belonging to the Century Shipping Company, with two anchors cast, has been driven ashore at Moji on the 20th inst. She collided with the *Clive Maru*, of the K. Oaki firm, which was wrecked by her captain. Both vessels are damaged.

A NORTHERN contemporary informs us that the British-American Tobacco Company are popularising the smoking of cigarettes in the interior by scattering quantities of cigarettes and letting the crowd scramble for them. The result is described by one who has seen it as most comical.

THE Foreign Office is in receipt of a telegram from the Japanese Consul at Townsville, Australia, stating that on the 25th ultimo a violent storm was experienced off the coast of Western Australia, and 45 boats engaged in the collection of mother-of-pearl foundered, over 50 Japanese on board being drowned.

THE cruiser *Vindictive*, of the Home Fleet at the Nore, was recommissioned at Chatham on 28th ult. with a new nucleus crew for further service upon the completion of her refit. She will leave the Medway in June for China with new crews for the ships *Cadmus* and *Clio*, which will be recommissioned at Hongkong.

SHORTLY after nine o'clock last Thursday morning a coolie, while walking up Battery Path, accompanied by some friends, was seen to stagger and fall forward on his face. On examination it was discovered that the man was dead. An ambulance was quickly summoned and the coolie's remains removed to the mortuary. The dead man was about thirty years of age. Heart failure is believed to have been the cause of death.

AT H. B. M.'s Supreme Court, Shanghai, last week, Mr. H. P. Wilkinson (Growth Advocate) moved the Court for the admittance to practice of Mr. Marcus Ward Slade, of Hongkong. Mr. Slade, said Mr. Wilkinson, was an English barrister, a well-known member of the English Bar at Hongkong, and whose reputation was also well-known in Shanghai. His Lordship expressed his pleasure in admitting Mr. Slade to practice in the Supreme Court and Mr. Slade, having bowed his acknowledgment, signed the roll.

A STRANGE tale of the sea comes from Bolang Mongodong, in North Celebes, where, the other day, a native woman was found drifting about on a piece of wreckage. Her story was that she took passage in a prahu which capsized, and all on board perished save herself. She clung to some floating timber, on which she drifted along for about a month. She lived on birdseed which she caught as she floated on her back. Her clothes fell to pieces, and her whole body was covered with sea vermin. She was taken ashore and cared for, but died within three weeks.

IT is reported from Moji that a collision took place between the British s.s. *Courfield* and the s.s. *Chiyu Maru* (1,742 tons), owned by Mr. Hiroshi Nishibori, of Tsuruga, at 9 o'clock on the afternoon of the 21st inst. It seems that the *Courfield*, which was at anchor, was in the first instance carried away by the tide and driven on to a shoal. Subsequently she dropped off the shoal and was forced into the s.s. *Chiyu Maru*. The latter vessel sustained severe damage to her bows and is said to have narrowly escaped sinking. The *Courfield* was damaged to some extent under water. Both steamers are now undergoing temporary repairs.

ADDITIONAL particulars are to hand to-day (27th inst.) in connection with the charge against the Frenchman—L. J. Felix Desplantes—who was arrested a week ago by the Water Police on the arrival of the steamer *Helen* from Haiphong. The charges against the Frenchman were forgery and embezzlement. To-day a telegram was received by the police, and in consequence the charges against him have been amended. Accused was brought up on remand at the Police Court, this afternoon, and charged with the forgery of the sum of \$2,500, issue of the French Government, in which service accused was employed as a clerk. The case was again remanded for a week, pending the arrival of the necessary papers from Haiphong.

ANOTHER issue of *The Gadown*, that vigorous, pugilistic and vehement publication, which attacks all ideals and plays havoc with side-glances at Eros. The issue is as full of fun as ever, to those who relish a sardonic and almost Rabelaisian humour, and the point of plain dealing is carried to the verge of the abyss. But there is no gainsaying the cleverness of the well-known gentleman who hides his identity under the nom de guerre of the truculent old villain, palm-linger and poetical aspirant known as Captain Kettle. It may not be literature, but *The Gadown* emanates from Shanghai, but it is certainly a "blood-curdler" in the "shocking" sense, and a distinct gain to contemporary journalism. Whether you agree with its trenchant criticisms of established stocks or not is beside the question. Certainly it gives one pause to think.

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADDOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RATES AT PRESENT QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000	\$2,000,000	Final of 2s on old and 2s 10/- on new shares for 1-year ending 31.12.07	8 1/2 %
National Bank of China, Limited	99,975	£7	£6	\$1,735,000	\$71,803	2s (London 3/6) for 1903	8 1/2 %
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	₹50	₹50	\$1,500,000	none	2s for 1906	8 1/2 %
North China Insurance Company, Limited	10,000	£15	£5	\$1,500,000	Tls. 204,424	Interim of 7/6 ex 2/5 1/2 for 1907	6 %
Union Insurance Society of Canton, Limited	18,400	₹50	₹100	\$1,500,000	\$2,000,011	Final of 3/6 making 3/6 for 1906 and Interim of 3/6 for 1907	8 1/2 %
Yangtze Insurance Association, Limited	25,000	₹100	₹60	\$1,500,000	\$597,763	6/- and bonus 3/- for 1906	9 1/2 %
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	₹100	₹20	\$1,500,000	\$374,432	2/- and bonus 2/- for 1906	8 1/2 %
Hongkong Fire Insurance Company, Limited	8,000	₹250	₹50	\$1,500,000	\$428,027	12/- for 1906	8 1/2 %
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	₹25	₹25	\$1,500,000	\$1,053	1/- for 1906	...
Douglas Steamship Company, Limited	20,000	₹50	₹50	\$1,500,000	Nil	3/- for year ending 30.4.1907	10 %
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	₹15	₹15	\$1,500,000	16,437	1/- and half-year making in all 3 1/2/- for year ending 31.12.07	7 1/2 %
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$1,500,000	£3,604	5/- for 1906 @ ex 2/2 1/2 = \$2.24 per share	3 1/2 %
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$1,500,000	Tls. 14,310	Final of Tls. 2/- making Tls. 3/- for 1907	7 1/2 %
Shell Transport and Trading Company, Limited	1,000,000	£1	£1	\$1,500,000	£172,370	Second interim of 1/- (Coupon No. 9 for 1907)	4 1/2 %
Star Ferry Company, Limited	10,000	₹10	₹10	\$1,500,000	₹8	10/- for year ending 30.4.1908	4 1/2 %
Faku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	\$1,500,000	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %
REFINERIES.							
China Sugar Refining Company, Limited	20,000	₹100	₹100	\$1,500,000	\$9,218	8/- for year ending 31.12.06	...
Larson Sugar Refining Company, Limited	7,000	₹100	₹100	\$1,500,000	...	1/- for 1907	...
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,500,000	Tls. 8,935	Tls. 8/- for year ending 31.12.06	...
Mining.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,500,000	£1,156	Interim of 1/6 (No. 10) for account 1908	7 1/2 %
Australian Gold Mining Company, Limited	150,000	£1	£1	\$1,500,000	£11,358	No. 12 of 1/- = 48 cents	...
DOCKS, WHARVES & GODOWNS.							
Fenwick (Gen.) & Co., Limited	18,000	₹25	₹25	\$1,500,000	\$3,726	8 1/2 % for year ending 31.12.06	...
Hongkong & Kowloon Wharf and Godown Co., Ltd.	6,000	₹50	₹50	\$1,500,000	\$3,356	Final of 3/4 making 3/4 for 1907	6 1/2 %
Hongkong and Whampoa Dock Company, Ltd.	50,000	₹50	₹50	\$1,500,000	\$44,443	Final of 3/4 making 3/4 for 1907	7 1/2 %
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$1,500,000	Tls. 10,459	Interim of Tls. 2/- for six months ending 31st October, 1907	7 %
Shanghai and Hongkong Wharf Company, Limited	35,000	Tls. 100	Tls. 100	\$1,500,000	Tls. 12,626	Final of Tls. 9 making Tls. 17 for 1907	7 1/2 %
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,500,000	Tls. 6,591	Tls. 6/- for 1907	6 %
Astor House Hotel Company, Limited (Shanghai)	30,000	₹55	₹55	\$1,500,000	50,008	5/- for year ending 30.6.07	10 1/2 %
Central Hotel, Limited	50,125	₹55	₹55	\$1,500,000	50,178	5/- for 1906	10 1/2 %
Hongkong Hotel Company, Limited	12,000	₹50	₹50	\$1,500,000	\$4,975	Final of 3/4 making 3/4 for 1907	7 1/2 %
Hongkong Land Investment and Agency Co., Ltd.	50,000	₹100	₹100	\$1,500,000	\$6,915	Final of 3/4 making 3/4 for 1907	7 %
Hamphreys Estate & Finance Company, Limited	150,000	₹10	₹10	\$1,500,000	\$4,681	ending 31.12.07	7 %
Kowloon Land and Building Company, Limited	6,000	₹50	₹50	\$1,500,000	\$633	70 cents for 1907	6 1/2 %
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$1,500,000	Tls. 107,517	5/- for 1907	7 %
West Point Building Company, Limited	12,500	₹50	₹50	\$1,500,000	\$1,541	Final of 3/4 making 3/4 for 1907	6 1/2 %
COTTON MILLS.							
Fong Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$1,500,000	Tls. 8,807	Tls. 2/- for year ending 31.10.1907	4 1/2 %
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	₹10	₹10	\$1,500,000	\$14,269	50 cents for year ending 31.7.07	4 1/2 %
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,500,000	Tls. 8,559	Tls. 6/- for year ended 30.6.06 (5 %)	...
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,500,000	none	Tls. 6/- for 1906	...
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$1,500,000	Tls. 50,663	Tls. 5/- for 1906	...
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500,000	£1,299	1/5 per share for 1906	0 %
China-Borneo Company, Limited	60,000	₹12	₹12	\$1,500,000	Nil	\$1.20 for 1907	11 %
China Light and Power Company, Limited	50,000	₹10	₹10	\$1,500,000	25,000	60 cents for year ended 28.2.06	...
China Provident Loan & Mortgage Company, Ltd.	125,000	₹10	₹10	\$1,500,000	\$3,593	80 cents for 1907	9 %
Dairy Farm Company, Limited	25,000	₹7 1/2	₹6	\$1,500,000	\$2,074	\$1.30 for year ending 31.7.07	6 1/2 %
Green Island Cement Company, Limited	400,000	₹10	₹10	\$1,500,000	\$5,078	Final of 75 cents making in all 3/4 for 1907	11 1/2 %
Hall & Holt, Limited	21,000	₹20	₹20	\$1,500,000	\$15,002	2/- for year ending 28.2.07	12 1/2 %
Hongkong Electric Company, Limited	60,000	₹10	₹10	\$1,500,000	\$9,311	1/- and bonus 20 cts. for year ending 29.2.08	7 1/2 %
Hongkong Ice Company, Limited	5,000	₹25	₹25	\$1,500,000	\$4,578	Final of 1/5 making in all 3/4 for 1907	8 1/2 %
Hongkong Rope Manufacturing Company, Ltd.	50,000	₹10	₹10	\$1,500,000	\$8,191	Final of 1/2 making in all 3/4 for 1907	6 1/2 %
Maatshappi Ltd. Mills, Bosch and Landbouw	25,000	Ga. 100	Ga. 100	\$1,500,000	Tls. 17,127	Interim of Tls. 10 for 1st quarter	6 1/2 %
Peak Tramways Company, Limited	21,000	₹10	₹10	\$1,500,000	₹7,314	80 cents on fully paid shares and 6 cents on 1/- paid shares for year ending 30.4.08	6 1/2 %
Philippine Company, Limited	75,000	₹10	₹10	\$1,500,000	Nil	None	...
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	\$1,500,000	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907	7 %
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$1,500,000	Tls. 8,493	Final of 3/6 making 3/6 for 1907	15 %
Shanghai Waterworks Company, Limited	16,150	£20	£20	\$1,500,000	Tls. 58,133	Final of 3/6 making 3/6 for 1907	...
South China Morning Post, Limited	6,000	₹25	₹25	\$1,500,000	Dr. \$41,934	None	...
Steam Laundry Company, Limited	20,000	₹5	₹5	\$1,500,000	1,478	40 cents for year ending 31.5.07	6 1/2 %
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	\$1,500,000	Tls. 15,293	Tls. 6/- for year ending 30.4.07	4 1/2 %
Union Waterboat Company, Limited	50,000	₹10	₹10	\$1,500,000	3,111	50 cents on 9,000 ord. shares and \$10.00 on 100 Founders shares for 7th and 31.5.07	6 1/2 %
United Asbestos Oriental Agency, Limited	10,000	₹10	₹10	\$1,500,000	\$1,500	80 cents for 1907	6 1/2 %
Watson, (A. S.) & Co., Limited	90,000	₹10	₹10	\$1,500,000	\$5,452	Interim of 30 cents for account 1907	...
William Powell, Limited	15,000	₹10	₹10	\$1,500,000	845	Final of 30 cts. making 60 cts. for the year ended 30th June, 1906	...

* These shares are entitled to half of the profits.

DIVIDENDS PAYABLE:—

A. S. Watson & Company 30 cts. May 30th

Langkat—(2nd interim) Tls. 70 June 15th

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5781

第十三月四年四十三緒光

FRIDAY, MAY 29, 1908.

五拜禮

號九十二月五英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,120,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONGKONG. MUKDEN.
HONOLULU. TIENTSIN.
SHANGHAI. CHANGCHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—

For 12 months 4% p.a.
" 6 " 3% " "
" 3 " 2% " "

TAKAO TAKAMICHI,

Manager.
Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

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LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description

of Banking and Exchange Business, receives

Money in Current Account, at the rate of 2%

per annum on daily balances and accepts

Fixed Deposits at the following rates:—

For 12 months 4% per cent. per annum.

6 " " " " " "

3 " " " " " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL-

MAATSCHAPPIJ.

(Netherlands Trading Society.)

Established 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,378,375

(about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cheribon,

Tagal, Pecalangan, Patocoran, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota-

Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colum-

bo, Madras, Pondicherry, Calcutta, Bang-

kok, Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS

BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

letters of credit on its Branches and correspond-

ents in the East, on the Continent, in

Great Britain, America, and Australia, and

transacts business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily

balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 18th November, 1907. [26]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS \$15,000,000

Sterling \$15,000,000

Silver \$15,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS

Hon. Mr. Henry Keswick, Chairman.

E. G. Goss, Esq., Deputy Chairman.

C. G. R. Broderick, Esq., J. E. Shalim, Esq.,

G. R. Broderick, Esq., R. Shaw, Esq.,

O. S. Gubbay, Esq., Hon. Mr. H. A. W.

O. R. Lenzmann, Esq., H. E. Tomkins, Esq.,

CHIEF MANAGER: Hongkong—J. R. M. SMITH.

MANAGER: Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per Cent. per Annum.

For 6 months, 3% per Cent. per Annum.

For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 21st May, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3% PER

CENT per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4% PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION.

J. R. M. SMITH, Chief Manager.

Hongkong, 12th January, 1907. [28]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,200,000

RESERVE LIABILITIES OF PROPRIETORS

..... £1,200,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4% per cent.

6 " " " " " "

3 " " " " " "

JOHN ARMSTRONG, Manager.

Hongkong, 13th May, 1908. [29]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow

Kobe Peking Singapore Tientsin

Tientsin Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Seehandlung (Preussische

Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne Frankfurt

a/M.

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim Jr. & Co., Koeln.

Bayrische Hypothek und Wechselbank,

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

A. KORHN, Manager.

Hongkong, 4th December, 1907. [30]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c., via usual Ports	DELTA	30th May, Noon.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA	About 3rd June	Freight and Passage.
SHANGHAI, MOJI, KOBE & SARDINIA	Capt. C. G. Talbot, R.N.R.	About 5th June	Freight and Passage.

For Further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 29th May, 1908.

Intimations.

LANE, CRAWFORD & CO.

(TELEPHONE 97).

NEW STOCK OF

LADIES' BATHING DRESSES.

MEN'S

SWIMMING COSTUMES

AND

BATHING SUITS

(ONE AND TWO-PIECE)

NEW BATH ROBES.

CHRISTY'S BATH TOWELS.

LANE, CRAWFORD & CO. [38]

Ask for

KUPPER'S PILSENER BEER.

And see that you get it.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.



Telephone No. 75.

Hongkong, 27th May, 1908. [40]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co., sole agents.

Dentistry.

Dr. M. H. HAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 10th April, 1908. [41]

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th May, 1908. [42]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,260 Tons,

"KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M.

(Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at

9 P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday,

Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing

Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00

Do. do. do. do. do. \$5.00

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION

COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 1,588 Tons, and "NANNING" 1,569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

SUNDAY, 31st May.

S.S. "HEUNGSHAN"

will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 3 P.M.

A Military Band will play selections of Music during the trip.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6]

Hotels.

MACAO HOTEL.

SPECIAL REDUCED SUMMER RATES.

PER DAY \$ 4.00 to \$ 7.00 according to room selected.

WEEK 25.00 " 40.00 " " "

MONTH 90.00 " 140.00 " " "

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"BUSLOW"..... Capt. H. Förmes	WEDNESDAY, Noon, 3rd June.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"KLEIST"..... Capt. R. Weyer	About WEDNESDAY, 3rd June.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA"..... Capt. Miossen	THURSDAY, 5 P.M., 18th June.
KODAT and SANDAKAN	"BORNHO"..... Capt. F. Sembill	About the end of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th May, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL. TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS		ERNEST SIMONS	8th June, P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS		CHARBONNEL	23rd June, 1 P.M.

Transshipment on the Co's Steamers at S. Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 to £31.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to P. NALIN, ACTING AGENT, QUEEN'S BUILDINGS.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA, GENOA to HONGKONG in 30 DAYS.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND PASSENGERS TO OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER.....13 Days.

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

AMIRAL MAGOM..... 4th June.	MALTE..... 12th Oct.
AMIRAL EXELMANS..... 15th July.	CEYLAN..... 26th Nov.
OUSSANT..... 27th Aug.	CORSE..... 11th Jan.

No passengers. * Intermediate class and rates of passage.

New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth-cabins. All round the world-ticket by these boats.

For further Particulars, apply to P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 8th May, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—JUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 26th March, 1908.

Information.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.9 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TIJIPANAS	SHANGHAI	First half June	JAVA	First half June
TIJIBODAS	JAVA	First half June	JAPAN	First half June
TIJIKINI	JAPAN	First half June	JAVA	First half June
TIJILATJAP	SHANGHAI	First half June	JAVA	First half June
TIJIMAH	JAVA	Second half June	SHANGHAI	Second half June
TIJILIWONG	JAVA	Second half June	JAPAN	Second half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports in through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, YORK BUILDINGS, 1st floor, Hongkong, 27th May, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—BARRETO & CO., AGENTS.

Hongkong, 28th March, 1908.

Intimation.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETO & CO.

General Agents

Hongkong, 22nd October, 1907.

CHINESE REBELS.

SIXTY REFUGEES ARRIVE AT SINGAPORE.

On the arrival of the Messageries Maritimes steamer *Lai Sang* from Saigon on Monday (18th inst.), the Count de Bondy, the French Consul, informed the police authorities that there were on board sixty Chinese revolutionaries who wanted to be landed at Singapore. It was stated that these men had gone to Saigon from Hanoi. The French Government refused to have them in their territory and placed them under arrest. It is alleged that the rebels expressed a wish to be sent to Singapore. They were accordingly put on board the *Lai Sang* and a guard of French and Annamite gendarmes came down in charge of them.

The local police put a guard round the vessel to prevent any of the men from landing. The *Lai Sang* was detained until yesterday when it was decided to land the Chinese and take them into custody. Mr. E. A. Gardiner, the Chief Police Officer, accompanied by Sergeant Bartlett and a few European constables proceeded by tram to the Borneo Wharf, where the *Lai Sang* was lying. Sergeant-Major Boloh followed with a large body of Sikhs and Malays, the latter being armed with batons and well supplied with handcuffs. The rebels were drawn up on deck guarded by French gendarmes armed with rifles. They looked like ordinary singkehs, each man carrying a bundle of clothes and many wearing large bamboo hats.

The Count de Bondy handed the men over and offered to send them back to Saigon by the next steamer if desired. He also offered the assistance of the French guard, but this was not required. The gendarmes will remain here for a week to get the next steamer to Saigon. Very quietly and obediently, the Chinese were marched ashore and were placed in one of the electric trams. Under police escort, they were taken to the Central Police Station and were placed in the cells there. Judging from the conversation, there appeared to be many Cantonese among the prisoners. They gave no trouble at all.

Under section 3 of Ordinance VII of 1906; the Banishment Ordinance, the Governor in Council may make an expulsion order in respect of any person who "has been sentenced, in a foreign country for a crime (not being an offence of a political character). And under section 2 of IX of 1906 a master is forbidden to bring into the Colony "any person who has been banished from any foreign country." And the passenger landing may not be detained more than 48 hours without written authority from a police magistrate, but may be sent back to his port of embarkation.

A representative of the *Singapore Free Press* called upon Mr. Tao Peng Lung, the Consul General for China, yesterday afternoon, and enquired if he had heard of the arrival of the refugees.

This courteous official said he had heard something about the affair from a Chinese passenger on the *Lai Sang*.

Do you intend taking any action in the matter? or enquired our representative.—No.

If the Government allows them to remain here, will you raise any objection?

There are many rebels here, replied the Consul, with a smile.

The Consul said that probably the refugees had been driven out from Hekow, on the frontier of Yunnan Province. He thought that they were probably Cantonese, but did not know anything about them. He hoped they would not cause any trouble in Singapore.

A LEPROSY CURE.

Professor Daycke's announcement that he has at last found a cure to the right treatment of leprosy—if, indeed, he has not already discovered a "cure"—will be welcomed all over the world, the lot of the leper is indeed a hard one, persecuted as he is by a slowly progressing disease that torments without killing, and causes him to be shunned by all except his fellow-sufferers.

Professor Daycke, M. D., late director of the military school of practical medicine at Constantinople, gave an account of his recent work on leprosy in a lecture delivered recently at the London School of Tropical Medicine. It appears that his researches began with an attempt to cultivate the bacillus of leprosy outside the body, in which he was ultimately successful. From this microbe, Professor Daycke then extracted a substance—which he terms "Nastio"—which, given to lepers, in suitable combination, rapidly produces an arrest of their disease.

Leprosy is a disease that is widely distributed throughout the world, and has been known from very ancient times, as shown by Biblical references, and allusions to it in such ancient writings as the "Ebers Papyrus." It manifests itself in two ways, either as nodular thickenings of the skin, which, by their multiplication and growth lead to terrible deformities; or it attacks the nerves of the body, so that insensibility, preceded by acute pain, gradually occurs, with ultimate degeneration, and destruction of the skin and limbs. The bacillus which causes the disease was discovered by Hansen in 1871, and in appearance somewhat resembles the bacillus of tuberculosis. Unfortunately, it was found impossible to cultivate this microbe outside the body for purposes of investigation, and so little progress followed this important discovery. Hence, Professor Daycke's success in cultivating what is either the bacillus leproi itself, or a closely allied organism, alone constitutes a striking advance in our knowledge of leprosy.

In Europe leprosy was widely introduced and distributed in the early Middle Ages owing to various expeditions which brought the East and West into contact, such as the Crusades and the incursions of the Moors. It became rare in England during the same period, and led to the establishment of leper asylums, the first of which is said to have been founded at Canterbury in 1096, and the last at Highgate in 1472. Leprosy disappeared from our own country during the reign of Henry VIII., but a few cases occurred in Scotland up to a much later date.

Public Company.

A. S. WATSON & CO. LIMITED.

NOTICE is hereby given that the TWENTY-THIRD ANNUAL ORDINARY GENERAL MEETING of the COMPANY, since its Registration, will be held at the Offices of the Company in Alexandra Buildings, 10-MORROW, the 30th instant, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1907.

The REGISTER OF SHARES will be CLOSED from MONDAY, the 25th inst., to MONDAY, the 1st June (both days inclusive), during which period no Transfer of Shares will be Registered.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 29th May, 1908.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND."

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd May, 1908.

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from Havre ex s.s. *Charanta*, and from Bordeaux ex s.s. *Ville de Bordeaux* in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 1st June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st June, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 1st June, at 3 P.M.

No Fire Insurance has been effected.

P. NALIN, Acting Agent.

Hongkong, 25th May, 1908.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "SURUGA."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 26th May, 1908.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJLAND, MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 26th May, 1908.

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND TOILET REQUISITES

FOR SALE

AT DAQUAN STREET,

HONGKONG.

Hongkong, 2nd September, 1907.

Intimations.

POWELL'S
GENTLEMEN'S
DEPARTMENT,
28, QUEEN'S ROAD.

**NEW
GOODS**

LIGHT-WEIGHT

**ZEPHYR
SHIRTS,**
\$20 half-dozen.

**THIN
SINGLET,**
from \$11.50 dozen.

**LISLE THREAD
AND
SILK-PLATED
SOCKS,**
Exclusive Designs
and Colourings.

**THIN CEYLON
AND
SILK & WOOL
PYJAMAS.**

**INDIAN PITH
HELMETS,**
from \$4.00 each,
Good quality.

**A.S.A.
SWIMMING
COSTUMES.**

**BATHING
SUITS,**
One and two-piece.

POWELL'S
28, Queen's Road,
HONGKONG.
Hongkong, 19th May, 1938.

Notices of Firms

NOTICE.

OUR OLD PILOT and runner, KWOK LIN (郭連), who joined our service in 1883, ceased to be employed by us on the 18th May, 1938.

His Shares in the Company (Wing Kee & Co.), valued at \$500 (Five hundred dollars), have been taken up by us, and from henceforth he shall have no connection whatever with our Company.

WING KEE & CO.,
Coal Merchants, Stevedores, &c.,
Nos. 47, 48 & 49, Connaught Road
Central.
Hongkong, 25th May, 1938. [535]

INTERNATIONAL SLEEPING CAR

and
EXPRESS TRAINS Co

(THE
GREAT TRANS-SIBERIAN ROUTE
TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & CO.
Agents.
Hongkong, 1st July, 1937. [47]

To Let.

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 8th May, 1938. [495]

TO LET.

NOS. 4 and 8, LEIGHTON HILL ROAD.

Apply to—
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,
No. 8, Queen's Road West,
Hongkong, 30th March, 1938. [126]

TO LET.

A HOUSE in KNUXTFORD TERRACE

Kowloon.
No. 3, CANTON VILLAS
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st April, 1938. [195]

TO LET.

FIRST FLOOR of No. 5, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.

Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 22nd May, 1938. [257]

TO LET.

GOOD OFFICES at 2, REDDER STREET.

Apply to—
JARDINE, MATHESON & Co., LD.
Hongkong, 28th May, 1938. [548]

TO LET.

OFFICE and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to—
THE COMPTROLLER DEPARTMENT,
Jardine, Matheson & Co., LD.,
Connaught Road Central.
Hongkong, 24th February, 1938. [188]

TO LET.

HATHERLEIGH, CONDUIT ROAD.

A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRATA EAST, BLUE BUILDINGS, and No. 158, DES VOEUX ROAD next to the Hongkong Hotel.
FLATS in MORRISON TERRACE.

OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.
No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th May, 1938. [76]

Intimations.

**PAPER BRE'ING COMPANY,
MILWAUKEE**

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY
SIEMSEN & Co.,

Agents for,
HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1937. [111]

COLD STORAGE.

**THE HONGKONG ICE COMPANY,
LTD.**

have now 40,000 Cubic feet of

COLD STORAGE available at EAST POINT

Stores will be Open at 10 A.M. and 4 P.M.

daily, Sunday excepted, to receive and deliver

perishable goods.

W. M. P. (INE)
Manager.
Hongkong, 22nd July, 1937. [61]

VARIATIONS IN THE WEIGHT OF THE BODY.

There is something almost pathetic in certain popular fallacies concerning bodily weight. A man gets on a weighing machine, and he huts the beam at a pound or two less than he previously scaled he is immediately filled with the most gloomy apprehensions respecting his health.

Or, should he have a horror of stoutness, a should he appear to have gained in weight the same extent, he is correspondingly depressed at the idea that he may become a modern Lambert.

As a fact, however, every person's weight varies not merely from day to day, but from hour to hour, and, indeed, from minute to minute, and dinner or any other meal increases it.

Except when we are eating or drinking, we are always losing weight more or less rapidly provided we are in health.

If a man is sure he is below his standard, may, perhaps, be justifiably alarmed; because loss of weight beyond that which takes place in normal circumstances is a sure indication of disease.

Any ailment, even what is called "a common cold," tells speedily and markedly of bodily weight.

The variations which take place under normal conditions are regular, depending as they do in the one direction on the intake of food and drink and in the other on exertion and on natural loss through perspiration, etc.

As the result of experiments made with scientific precision it is now possible to show how far such variations go in the case of the average healthy man engaged in ordinary work.

At 9 a.m., before breakfast, he weighs 157, 155 pounds 8 ounces; an hour later, after breakfast, he has gained 1 pound 13 ounces, but by 3 p.m. he loses 14 ounces of this, only immediately to make it up and to add two ounces by lunch, which brings his weight to 157 pounds 6 ounces.

Then, again, the fall begins, and slowly continues till dinner time, though the chief meat of the day puts on 2 pounds 2 ounces, fetching him up to his maximum weight.

He is at his lightest just before breakfast and at his heaviest immediately after dinner.

There is a big drop during the night, amounts on the average to 3 pounds 6 ounces but the loss varies from 2 pounds to 4 pounds according to idiosyncrasy and the season of the year. In making deductions from the results of the experiments touching variations in weight, allowance must, of course, be made for special exertion, whether bodily or mental.

That mental strain quickly tells on the frame has been established in connection with examinations. Comparative tests show that students in the high classes, where the effort is necessarily greatest, lose several pounds more than those in the lower classes.—*London Mail.*

TALES OF THE DEEP.

BY AN OLD SAILOR.

"Never before had it been my lot to witness the terrible monster we encountered on a trip from San Francisco toward Naha, B.C., to load coal, in the bark *Willard*, of Honolulu," remarked a sailor at the Flyer dock, as he watched a ship being towed to sea.

"I was mate of the *Willard* that trip, and one afternoon my attention was called by the ship's cook to a terrible commotion in the water, some distance ahead of us.

"Our first thought was that it must be breakers in an uncharted reef, but while we were watching, the breaking of the water ceased. Then we could distinctly see the outlines of two objects on the surface; one was much larger than the other.

"Procuring the telescope, we discovered the smaller of the two was a very large sunfish, a curiously shaped fish—all head and no body—having no tail, but an upper and lower fin, with which it propels itself, about in a very lazy fashion. It appeared to be fully twelve feet in diameter, and judging from smaller ones I had seen caught, must have weighed 3,000 pounds. It appeared to be endeavouring to keep face on to its adversary, which turned out to be a huge octopus, or devil fish, the length of whose body was certainly forty feet and the breadth about twenty-five feet.

"The order was given to keep the ship away four points so as to approach the objects more closely, for by this time every soul aboard the bark was much interested, and to our delight and surprise they remained stationary, regarding each other curiously for fully five minutes, by which time we had advanced sufficiently close to make an accurate examination of the devil fish.

"The eyes were large, of a greenish tint, and somewhat protruding; its mouth, however, was not very large, and it appeared to be shaped like a parrot's bill; its tentacles were tapering and, like its body, of a grayish colour, covered with spots. It appeared to possess the chameleon-like power of changing the colour of its spots in a most extraordinary manner as fast as the eye could detect the changes, no doubt indicating the high state of excitement under which the creature was labouring at the time.

"Suddenly, the octopus discharged a huge jet of dark-coloured fluid into the eyes of the sun fish and then, rushing forward with the rapidity of an arrow, it encircled its prey with the long tentacles, and in another moment the victor and vanquished had disappeared below the surface.

"In a few moments more we had sailed right over the scene, and found the water was coloured almost black for the space of fully two hundred feet in diameter, and we noticed several slightly resembling lilies rising from the water; our patent log, lines of snow-white cotton, which was towing astern, was coloured almost black, and it was not yet assumed its white freshness since the incident, although it has towed in the water hundreds of miles.

"About twenty minutes after we had passed over the spot we saw the huge creature again on the surface, enjoying its meal in a very leisurely manner, rolling the body of the unfortunate sunfish over and over and biting off large mouthfuls with its cruel looking beak."

"There's no mistake about that being a shark," said the old retired sea captain, with a far-away look to his eyes.

"I suppose it's just the same in every work and profession, but I have had occasion, of course, to analyze the life of the sea closer than most any other calling."

"Say, don't you know that many an old man, say past the age of 60, who, for some cause or other, gives up his life on the 'rolling wave,' and becomes a 'landlubber,' soon dies? Well, it's a fact. They die simply from homesickness for the sea."

"I could cite a number of instances to bear out my statement. One old captain, who I met from the sea, because his wife and family said he was too old to make the required long voyages, listened to their entreaties and pleadings, though he was over 60 years of age, hale and hearty, too, at that, gave up his position as master of a steamer, became a 'land lubber' and died four months later. A hour before he passed away, he said: 'If they had only allowed me to keep on with my work I would have lived many years longer.'

"I had to give up my ship a month ago—rheumatism. But I come to the dock as regularly as clockwork every day. Why, I don't know, but a curious something draws me here, and the sight of the ships and steamers wrings my heart. I can feel the strength going out of my body day by day. My work is my life, without it—O—"

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW,

the 31st May, 1938, at Noon, at their Sales

Rooms, No. 8, Des Voeux Road Central,

corner of Ice House Street,

3 POINTER PUPS,

(3 Months Old).

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 29th May, 1938. [549]

PUBLIC AUCTION.

THE Undersigned have received instructions from EDWARD OSBORNE, Esq., to sell by

PUBLIC AUCTION,

on

MONDAY,

the 1st June, 1938, at 2.30 P.M., within his

residence, "Mordenagh," The Peak,

THE WHOLE OF HIS

HOUSEHOLD FURNITURE,

Comprising:—

SILK TAPESTRY-COVERED DRAWING

ROOM SUITE (French-made), DOUBLE

AND SINGLE BRASS-MOUNTED

BEDSTEADS AND BEDDING, TEAK-

WOOD WARDROBES with BEVELLED

GLASS, SIBERIAN, DINNER WAG-

GONS, MARBLE TOP BUREAU, and

WASHSTANDS with BEVELLED GLASS,

GLASS, and CROCKERY, WARE, TEA-

WOOD EXTENSION DINING TABLE

and CHAIRS, PLUS COVERED CHAIRS,

COOKING STOVE and UTENSILS, &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 28th May, 1938. [550]

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. PUNCHARD LOWTHER & Co., to sell by

PUBLIC AUCTION,

on

WEDNESDAY,

the 10th June, 1938, at H.M.'s Naval Yard

Extension, commencing at 11 A.M.,

A LARGE QUANTITY OF

SURPLUS STORES, MATERIAL, PLANT,

ROD IRON, &c.;

ALSO

THE WHOLE OF THEIR

OFFICE FURNITURE,

Comprising:—

WRITING TABLES, DRAWING

BOARDS, COPYING PRESS, CHEST-OF-

DRAWERS, TABLES, CHAIRS, COUNT-

ERS, CLOCKS, BAROGRAPH, 3 MILNER'S

IRON SAFES; AND

The Steam Launch "WALLINGFORD"

and 2 LIGHTERS.

On View from This Date.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 27th May, 1938. [545]

F. BLACKHEAD & Co.,

SHIP-CHANDLERS; SAILMAKERS,

COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR BOOTH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 27th March, 1937. [60]

Intimations.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALDBECK MACGREGOR & Co., Hongkong.

THEATRE ROYAL, CITY HALL.

FOR A SHORT SEASON ONLY. Commencing THURSDAY, June 4th,
At the Pinnacle of his Profession

CARTER

THE MODERN MIRACLE-WORKER AND PRINCE OF PRESTIDIGITATORS.

He exemplifies the marvellous advance that has been made in Magic in recent years.

IT IS AN EDUCATION TO SEE HIM: IT IS A MISFORTUNE TO MISS HIM.

He is the First Magician who answers the name.

ILLUSIONS ON A SCALE NEVER BEFORE ATTEMPTED.

MIRTHFUL AND MYSTERIOUS.

THE MYSTERIOUS CHINESE WIZARD.

THE MYSTERIES OF THE YOGI.

THE MAGICAL DIVORCE.

THE BEWILDERING "FLYTO."

CORNUCOPIA IMPASSIONATIONS.

THE ASTRAL HAND.

THE MYSTERY OF L'HASSA.

PSYCHIC ABIGAIL PRICE. THE EIGHTH WONDER.

Supported by his Eminent Star Company and 20 Tons of Mystical Illusions.

Box Plan now open for reserved Seats at

Prices: 3 Dollars, 2 Dollars and One Dollar.

MOUTRIE & CO., LTD.

H. P. LYONS, Touring Manager.

Prices: 3 Dollars, 2 Dollars and One Dollar.

Prices: 3 Dollars, 2 Dollars and One Dollar.

Prices: 3 Dollars, 2 Dollars and One Dollar.

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Prices: 3 Dollars, 2 Dollars and One Dollar.

Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

WATSON'S HYGIENOL

BUBONIC PLAGUE.

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It is a well known fact, that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided, by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea spoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE.

PRICES PER PINT50 Cents
" GALLON.....82.00

A. S. WATSON & CO., LIMITED.
HONGKONG DISPENSARY.

Hongkong, 27th May, 1908.

MARRIAGE.

On the 25th April, at All Saints' Church, Upper Norwood, WILLIAM HUTTON WILKINS to VIOLET WOODFALL BRENT.

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 29, 1908.

THE FOREIGN TRADE OF CHINA.

An interesting review of the foreign trade of China during the past year has as usual been compiled by the Statistical Department of the Imperial Maritime Customs. From that report, which is of the most comprehensive character, we learn, according to Mr. J. L. Chalmers, the Acting Statistical Secretary, that the year was one of slow recovery from the effects of the very general scarcity of 1906, amounting to famine over large areas, of the overtrading of 1905 and 1906, and, in Manchuria, of the late war. That the year's recovery is not more apparent in the statistics is, perhaps, mainly due to the high price of food prevailing in every part of the Empire, and the same cause produced many of the local risings which characterized the year, with effects on trade more or less unfortunate. The various crops of 1907, with few exceptions, are reported to have been fair or excellent in almost all the provinces; but the full benefit of the good harvest could only be felt as the year drew to a close. The Yangtze Valley, as a rule, so important a contributor to the necessities of distant provinces, was for the greater part of the year shut off, as a source of food, and in turn, laid other districts under contribution and the cost of rice rose and remained high in the provinces accustomed to obtain supplies from Yangtze ports, although large importations from Indo-China, where splendid harvests were reaped, did much to relieve the scarcity. In the import trade caution has been the leading characteristic. Speculation on a future market, the chief error of recent years, has been largely avoided. Operations have been generally of the hand-to-mouth kind, and importers and dealers have been waiting for some movement among the great population upon which everything depends, some strong and sudden demand which should clear off accumulated stocks and open the way for fresh ventures. And this abstinence, called for by the overburdened state of the China market, was aided by the Manchester prices for cotton goods, which remained uninvitingly high during the greater part of the year. The strain on the mercantile community has been con-

tinuous and severe, but at least one good result emerges with promise for the future. Stocks were reduced in Shanghai by the end of the year to a figure not greatly exceeding the normal, except in the case of fancy cotton goods, while in Hongkong they were low, and in most other centres almost depleted. Yet the demand was really more active than it seemed to the unfortunate holders of large stocks, the legacy from previous years. Taking the quantities of foreign products retained in the various centres, that is the net foreign imports—only gauge of actual consumption,—making due allowance for large importations of railway plant, of flour, and of rice; it will be seen that a very healthy and general demand existed, by which old stocks as well as much of the year's fresh importations were absorbed. With reference in particular to the foreign trade of the two provinces which are of special interest to Hongkong, it is reported by the statisticians that Kwangtung and Kwangsi were unfortunate in their general climatic conditions, but there were local risings. Piracy was active on the Canton River, and the trade routes in the region lying between Nanning and Pakhoi were made unsafe by brigands. Nanning, situated on a tributary of the West River in Southern Kwangsi, was voluntarily opened to trade in March. Excluding Kiangchow and Lungchow, the ports of the two provinces supply the following statistics of net trade:—Net foreign imports—Hk. Tls. 102,962,587; native imports—Hk. Tls. 40,861,580; exports—Hk. Tls. 9,206,728; total Hk. Tls. 242,110,895. With regard to the opium question, the Customs official writes: "The consumption of foreign opium has increased from 44,177 piculs in 1906 to 54,584 piculs. The northern ports took only 535 piculs, or little more than half their 1906 consumption. Shanghai took 214 piculs less, and the southern ports 941 piculs less, but the consumption of the ports on the Yangtze and in Chekiang increased by 2,094 piculs. The quantities of native opium passing down river through the native and Foreign Customs at Ichang continued to increase." In 1902 the consumption was 22,098 piculs, but last year it had risen to 47,670 piculs. "Taken together with the increased arrivals of foreign opium in the Yangtze, these figures, so far as they go, do not indicate that the anti-opium measures have as yet borne fruit in diminished consumption. But obscurity surrounds the production and movements of the native drug and prevents any reliable conclusion being formed as to the actual progress made in this direction. Vigorous and practical steps, the effects of which will sooner or later appear, have been very generally taken to enforce the Edict. Meanwhile, among the immediate effects of the reforming measures, my well have been a sudden desire on the part of wealthy smokers to lay in supplies, against a day when it may be more difficult to do so, and a corresponding eagerness on the part of holders to dispose of their stocks even at low prices."

LOCAL AND GENERAL.

THE French mail of the 28th April was delivered in London on the 28th inst.

CONSUL and Mrs. Fox, who are at present staying at Government House, leave for Canton to-morrow.

SUB-LIEUTENANT W. H. W. Ridley joins the cruiser *Kent* on the China Station, on posting for service afloat.

THE Earl of Greve, Secretary of State for the Colonies, has appointed Mr. Lionel Earle, C.M.G., to be his private secretary, and Mr. H. C. W. Verney to be his assistant private secretary.

INFORMATION has been received from the Madras Government that regulations under the Venice Sanitary Convention will be imposed at all the infected ports of the Madras Presidency against arrival from the Port of Hongkong.

CAPTAIN G. E. Garnett, Royal Garrison Artillery, who has just been appointed to the Legation Guard, Peking, has been in the Royal Regiment since June, 1890, and for the past three years was employed as assistant inspector on the Inspection Staff at Woolwich.

THE cruiser *Indefatigable*, of the Home Fleet at the Nore, was recommissioned at Chatham on 28th ult. with a new nucleus crew for further service upon the completion of her refit. She will leave the Medway in June for China with new crews for the sloops *Cadmus* and *Clio*, which will be recommissioned at Hongkong.

THE "haohai Club, on the 25th instant, changed its place of abode from the site at the French end of the Bund to Jukes Road next to the Club Concordia. At midnight business was finally closed in the old building, which is now to be demolished and by opening time this morning everything had been transferred to the new quarters. Although smaller, the temporary premises have been used to the utmost advantage, every square inch so to speak, being made to serve a useful purpose, and it is not too much to say that little or no inconvenience was caused to the members by the transfer. Captain Close, the Secretary, is to be warmly complimented upon the excellent work he has done in this connection, and the removal has been the subject of not a single complaint. The library in particular has been very well arranged, and during their stay in Jukes Road the members will be as comfortable as possible.

CHINESE SEAMEN.

ENGAGEMENT ON BOARD BRITISH SHIPS.

We have received the following letter for publication:—

Colonial Secretary's Office.

Hongkong, 28th May, 1908.
Sir,—I am directed to inform you that the Imperial Merchant Shipping Act, 1906, contains a provision that seamen may not be engaged on board British ships unless they possess a sufficient knowledge of English to understand the necessary orders that may be given to them in the performance of their duties. The provision does not, however, apply to British subjects.

In a draft bill to amend the local Merchant Shipping Ordinance this provision has been omitted because in the view of this Government its inclusion would seriously affect the coasting and River trade of this port, where 98 per cent. of the seamen shipped are Chinese.

The Bill referred to has been sent to England for the consideration of the Board of Trade, and an inquiry has now been received as to whether local regulations can be imposed to ensure that Chinese seamen belonging to Hongkong would be able to produce certificates or other official documents showing their birth-place, and entitling them to the exemption accorded to British subjects.

To this question, to which a reply has been asked by telegram, His Excellency has stated that in his opinion such a regulation is not feasible here, and I am to inquire whether your Committee concurs in that view. I am, etc., (Sgd.), F. H. MAY, Colonial Secretary.

The Secretary,
The General Chamber of Commerce.

Chamber of Commerce,
Hongkong, 28th May, 1908.

Sir,—I am directed to acknowledge your letter of 21st instant (No. 3173/1908) in which you refer to a provision in the Imperial Merchant Shipping Act, 1906, against the employment of seamen on British ships unless they possess a sufficient knowledge of English to understand necessary orders, and further, in which you point out the non-application of this proposed regulation to British subjects.

In the opinion of my Committee the inclusion of such a clause in the local Merchant Shipping Ordinance, and its enforcement, would practically compel the fleet of British coasting vessels engaged in the China trade to go out of commission, for seamen and firemen with the qualification necessary to obtain exemption of the test cannot be given for the very good reason that probably ninety out of every hundred men so employed are the subjects of the Emperor of China.

I am directed to inform you that "No. 1" Chinese who do understand sufficient English are in charge of the natives working in every department on steamers carrying Chinese crews, and these men are the medium for conveying orders by the British officers to the sailors, firemen, etc., etc. My Committee cannot strongly support the opinion and endorse the action taken in the matter by His Excellency as stated in the last paragraph of your letter.

I am to ask you to convey, to His Excellency the Governor, the thanks of my Committee for affording them an opportunity of expressing their view on this very important subject.—I have, etc., (Sgd.), E. A. M. WILLIAMS, Secretary.

Hon. F. H. MAY, C.M.G.,
Colonial Secretary.

A BUTTER THIEF.

COMPRADORE ALLEGED TO BE RECEIVING "CHEAP GOODS."

This forenoon, at the Police Court, a coolie, by name Tse Wing, was arraigned before Mr. J. H. Kemp, charged with stealing five pounds of fresh butter, one tin of mushrooms, and two bottles of Lea and Perrins sauce. To this charge the defendant pleaded guilty. U Wan, a compradore, of 5, Chinese Street, was the second defendant. He was accused of receiving the stolen goods, and was defended by Mr. O. D. Thomson. The coolie—Tse Wing—it appears, has been in the employ of Messrs. H. Ruttenberg and Son for nearly eight years. During the past few weeks, quite a lot of provisions, especially butter, have disappeared from the store. A strict watch was kept, with no results. Yesterday, headquarters were notified, and Detective Inspector O'Sullivan, who was sent to investigate, watched the premises. His result in the arrest of Tse Wing "with the goods." He was seen to remove the goods from the store, take them to the bath-room on the first floor, where he hid them in the commode. Before closing time he carefully packed up the stuff and took it to a compradore's shop in Chinese Street where he is alleged to have sold it. The detective who had been following him placed the coolie and the compradore under arrest on the charges already mentioned. Mr. Thomson applied for an adjournment, and this was allowed until to-morrow. The coolie was ordered to be detained in custody, whilst the compradore was allowed bail in the sum of \$500.

LIEUTENANT J. R. C. Heathcote, 2nd Bn. Cameron Highlanders, is appointed aide-de-camp to the General Officer Commanding from 16th May, 1908, inclusive.

An exemplary sentence was imposed on three seamen by the Harbour-master in the Marine Court, this afternoon. The defendants—Eliza Mathi, donkeyman, of the steamer *Aphrodite*, Thomas Keller and H. Sunde, of the *Romford*—were charged with wilful disobedience to the lawful commands of the master. On these charges the accused were found guilty. They were each sentenced to twelve weeks' hard labour and also ordered to finish twelve days' pay.

CANTON DAY BY DAY.

ALLEGED BLACKMAILER ARRESTED.

[From Our Own Correspondent.]

Canton, 27th May.
On the 22nd instant, a robber named Tam Hui was arrested in Shun Tak district, and brought to Canton yesterday. This man reported to have been in the habit of sending blackmailing letters to Shameen demanding money from foreign firms.

INSPECTION OF FORTS.
The Superintendent of the Canton Military Engineering Department has been instructed to proceed to the Boca Tigris to make an inspection of the different forts with Admiral (Chun).

PLAGUE PATIENTS.
At present there are over three hundred plague patients lying in the Canton Fong Pin hospital for treatment. These patients were only imported from Hongkong; they were seized by the members of the hospital at the harbor of the river steamers on their arrival at the hospital since the beginning of the summer season. It is reported that many of the patients, that have been admitted to the hospital have recovered and have been discharged.

GUARDING THE FRONTIERS.
The authorities of the three provinces of Kwangtung, Kwangsi and Yunnan have proposed to jointly station fifty regiments of troops along the boundaries of these provinces permanently, to prevent the insurgents from passing over from one province to another. A million taels will be raised by the authorities of these provinces towards the expenses.

28th May.
MORE COLLAPSES.
Yesterday evening at 7 o'clock two other buildings in Hing Lung street collapsed. Fortunately there were no lives lost in the accident.

It is ascertained that the two buildings in question have long been in a dilapidated condition and the cause of the collapse was not due to the digging of the trenches in the street by the Canton Waterworks Company.

KIDNAPERS ARRESTED.
On the 15th and 21st instant Brigadier-General Wu succeeded in capturing eight robbers on the East and West Rivers who were in the habit of kidnapping children.

ORDER FOR CARTRIDGES.
Admiral Li Chun has ordered, through Messrs. Arnhold Karberg & Co., 50,000 smokeless cartridges; the consignment is expected to arrive here shortly.

PRAYING FOR RAIN.
There has been no rain for some time in Canton, and the people are anxious for a copious downpour. The Kwangchow Prefect and the two district magistrates of Namhoi and Panyu have to-day offered prayers at the Shing Wong Temple for rain. They will continue praying there for three days.

Viceroy Chang yesterday received a telegram from the Yunnan Viceroy, H.E. Sik Liang, after a severe engagement. Several days ago he was re-captured on the 26th instant, by the Imperialists. H.E. Sik asked him to give publicity to the intelligence so as to pacify the public mind.

LIEUTENANT G. G. Richardson, 10th Mahattas, having joined the command on 5th instant, from leave of absence granted to him in India, is taken on the strength from that date.

THE N. Y. K. steamer *Yawata Maru*, which arrived at Kobe on the 20th inst. from Sydney, brought British gold to the amount of ¥3,000,000. The amount was handed over to the Kobe Branch of the Yokohama Specie Bank, which despatched it to the Bank of Japan. It is understood that this is part of gold purchases made from Great Britain by the Bank of Japan to strengthen its reserve. Installments of ¥2,000,000 and ¥1,000,000 were received in April and March.

A TELEGRAM from Moji dated the 19th inst., which is published by the *Japan Advertiser*, states that a Japanese employee of Messrs. Jardine, Matheson & Co.'s branch in that port has absconded after embezzling a large sum of money belonging to the firm. The man's name is Honda Taka, and it is alleged that for some time past he had been leading a dissolute life, and had incidentally been engaging in speculations which turned out badly. The total amount of his defalcations is given in the vernacular message as ¥700,000, though it is difficult not to believe that this is greatly exaggerated. A strict search is being made for the man.

It is reported from Moji that a collision took place between the British s.s. *Courfield* and the s.s. *Chiyo Maru* (7,741 tons), owned by Mr. Hiroshi Nisaburo, of Tsuruga, at 5 o'clock on the afternoon of the 21st inst. It seems that the *Courfield*, which was at anchor, was in the first instance carried away by the tide and driven on to a shoal. Subsequently she dropped off the shoal and was forced into the s.s. *Chiyo Maru*. The latter vessel sustained severe damage to her bows and is said to have narrowly escaped sinking. The *Courfield* was damaged to some extent under water. Both steamers are now undergoing temporary repairs.

By kind permission of Major R. L. H. Burton and Officers Commanding, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, the 30th instant:—

March "Katie Cambler" Bennett
Valse "Mon Rave" Waldteufel
Selection "The Mikado" Sullivan
Song "I love you still" Sullivan
Overture "Iphigenie en Aulide" Gluck
Toujours "Phryne" Holst
Selection "The Spring Chicken" Carrell & Monahan
Two-Step "A Georgia Camp Meeting" Miller
Regimental March "The Duke of Cambridge's Own" Bennett
Overture "The Duke of Cambridge's Own" Bennett

THE JAPANESE BOYCOTT.

CHINESE MERCHANTS AT NAGASAKI COMPELLED TO CLOSE.

[From Our Own Correspondent.]

The *Mainichi* states, says the *Kobe Chronicle*, that the Chinese Consul there has received a report from the Consul at Nagasaki, in which it is stated that since the boycott of Japanese goods commenced, two or three Chinese merchants at that port have been obliged to close their premises. Nevertheless, the Chinese merchants there are still determinedly supporting the boycott.

On the other hand it is reported that the purchase at Nagasaki on the 17th inst. by Chinese merchants of ¥10,000 worth of marine products was made the subject of inquiries, with the result that it was found that the goods were destined for Hongkong. There are said to be other indications that Japanese wares are being shipped to South China again in gradually increasing quantities. The gradual subsiding of the boycott movement in Canton itself is said to be indicated by telegraphic news received in Tokio, on the 18th inst.

As to the attitude of the Chinese at Kobe, Mr. Mak Shao-ping and other leading merchants are reported to be very desirous that the movement shall come to an end, fearing that otherwise some of the Chinese firms here may have to close. On the other hand, several Chinese compradores employed by foreign firms and certain Chinese who have no business of their own are said to be encouraging the boycott. Mr. Mak and his friends are consequently unable to effectively intervene. They believe, however, that the boycott will not last much longer.

THE REPORTED AMERICAN-JAPANESE LOAN.

OFFICIAL CONTRADICTION AT TOKYO.

Several of the Japanese papers have received from Tokyo the following statement, which has been made by officials of the Financial Department in regard to the telegrams reporting the coming flotation of a Japanese loan to the amount of ¥300,000,000 in America, or the investment of that amount of American money in Japanese railways:—As a result of the impression abroad that the Japanese finances are in a difficult position, it is a common thing for reports of negotiations for a loan to become current whenever Japanese who are connected with financial matters go to Europe or America. The present rumours concerning Baron Sakatani are simply instances of this tendency. When Mr. Harrison was in Japan some time ago, he said that if the necessary privileges were accorded to him he would be prepared to introduce a large amount of American capital for the development of the Japanese railways, and it may be that he returned to this topic when he met Baron Sakatani in the States, thus causing the rumours to be put into circulation. In any case, the Financial Department has no knowledge of the matters referred to in the reports. The only financial negotiations which are in progress relate to the debtless issue of the Manchurian Railway and in regard to this no definite decision has yet been reached. In view of the fact that the national indebtedness already amounts to ¥2,300,000,000 a figure which will be raised to ¥3,000,000,000 when all the railway bonds have been issued, the Government has no intention of floating any loans at present. It has even decided not to issue the bonds to the amount of ¥71,000,000 which were to have been floated in the current fiscal year for productive works. This decision will not be changed even if there is an improvement in the financial conditions at home and abroad. Instead of raising loans, the Government will endeavour to foster the natural increase of the revenue.

SUB-LIEUTENANT C. E. Wilkins has been appointed to the river boat *Kishi* from March 10, to be initiated officially.

A NORTHERN contemporary informs us that the British-American Tobacco Company are popularizing this smoking of cigarettes in the interior by scattering quantities of cigarettes and letting the crowd scramble for them. The result is described by one who has seen it as most comical.

THE *Osaka Asahi* has received the following San Francisco cable, dated May 18th:—It is reported from Washington that Messrs. Harriman, Schiff, Belmont, and other financiers have formed a syndicate for the purpose of undertaking the whole or the greater part of a Japanese loan of ¥100,000,000 which Baron Sakatani desires to float. A *Mainichi* cable from San Francisco also refers to the formation of a ¥100,000,000 syndicate by E. H. Harriman, but says that its purpose is to invest funds in the Japanese railways.

STOWING AWAY on board the Canton steamer, as Captain Black, of the steamer *Pow-an*, stated recently, at the Police Court, "becoming so common as to be somewhat in the nature of a nuisance." Last night, while the compradore of the *Pow-an* was going around collecting the fares, he espied a coolie hidden behind some cargo. The coolie was soon routed out, and on the arrival of the vessel in Hongkong the stowaway was given in custody. At the Police Court, to-day, he was fined \$10, the alternative being fourteen days' hard.

A STRANGE tale of the sea comes from Bolang Mongdon, a North Celebes, where, the other day, a native woman was found drifting about on a piece of wreckage. Her story was that she took passage in a prahu which carried, and all on board perished save herself. She clung to some floating timber, on which she drifted along for about a month. She lived on seabirds which she caught as they settled on her head. Her clothes fell to pieces and her whole body was covered with sea vermin. She was taken ashore and cared for, but died within three weeks.

Telegrams.

HONGKONG TELEGRAPH SERVICE.

THE SHANGHAI OUTRAGE.

NATIVE TRESPASSERS RELEASED.

EXTENSION OF SETTLEMENT BOUNDARY DEMANDED.

[From Our Own Correspondent.]

Shanghai, 28th May.

12.55 p.m.

The Taotai having signified his intention to bring before the Mixed Court two of the Paoshan native force, who were concerned in the alleged seizure and maltreatment of a European constable within the bounds of the Foreign Settlement, on Wednesday, and with trespassing on the Municipal road, the accused were accordingly arraigned to-day. The Municipal Council thereupon released the trespassers.

Now it is reported that the Taotai refuses to proceed with the case.

The Council is pressing the Consular Corps to demand an extension of the Settlement area in consequence of the outrage on the boundary.

THE YUNNAN RISING.

REBEL CHIEF WOUNDED.

[By courtesy of the "Sheng Po"]

Yunnan, 28th May.

On the 26th inst., the Imperial troops recaptured Hokow.

The rebel chief Wong Wo-sun was severely wounded.

IMPERIAL PLEASURE.

COMPENSATION TO SUFFERERS.

[By courtesy of the "Sheng Po"]

Peking, 28th May.

An Imperial edict was issued on the 27th inst. expressing satisfaction with the way in which Hokow was recaptured and giving instructions for the extermination of the rebels.

At the same time it is commanded that compensation be made to the people who may have suffered by the rebellion.

UNREST IN THE NORTH.

RISING IN TAI-NING.

[By courtesy of the "Sheng Po"]

Peking, 28th May.

A rising has taken place in Tai-ning prefecture, Chihli province.

The Viceroy of Chihli, H.E. Yuan Shi Sheung, has despatched Taotai Ho Ping-ying to put down the disturbance.

Indians in the Transvaal.

LONDON, 27th May.

The Indian agitation in the Transvaal has been revived in Johannesburg.

The Gardi has written to the Government declaring that the non-repeal of the Registration Act is contrary to the agreement of 30th January and asks for the return of the voluntary application for registration.

The Government denies that it undertook to repeal the Act.

President Fallieres in London.

President Fallieres visited Guildhall in brilliant sunshine, and met with a splendid reception everywhere, heralded by continuous roars of cheering.

The police say they have never dealt with a similar concourse; windows and roofs were everywhere crammed and Oxford circus was a marvellous sight.

London is cordially greeting over 200 French sailors, guests of the Admiralty, doing the nights and entertainments.

The French papers regard the warmth of the President's reception as unprecedented and agree that a new phase of the entente has been reached; some suggest a future alliance, but admit that the moment is not ripe.

SHIPPING RINGS.

SIR THOMAS SUTHERLAND'S OPINION.

London, May 28th.

Sir Thomas Sutherland has been a witness before the Royal Commission on Shipping Rings.

Sir Thomas declared that the public gained through the operation of the Eastern Coal syndicates.

The mail service of the P. and O. Company has been vastly accelerated during the past thirty years while it was receiving a quarter of a million less of a subsidy. Sir Thomas Sutherland, formerly Secretary of the Conference system, has done much to improve the shipping service and improve the conditions of the sailors.

S. S. "Tenyo Maru."

CAPT. PHILIP GOING AND OWNERS
"AT HOME."SPEECH DAY ON BOARD THE JAPANESE
LEVATHIAN.

"Archibald was here yesterday and said, 'We shall have to shut up shop,' was an observation jokingly made by Captain Philip H. Going, of the s.s. *Tenyo Maru* to-day, when he was addressing 'Mr. D. W. Craddock, agent of the Canadian Pacific Railway Co., and a party of guests who had availed themselves of the invitation of Mr. S. Asano, president of the Toyo Kisen Kaisha, to tiffin on board the new turbine steamer. Had it not been for the fact that Capt. R. Archibald's own command, the *Empress of China*, has ever since her being placed on the route, been considered the Queen of the Pacific, by the travelling public, there would be danger in the old adage of many a truth is said in jest. With the completion of the *Tenyo Maru* the strenuous Japanese competitors in the carrying and passenger trade across the waters of the Pacific have made a bold bid for capturing that trade, and in the magnificent art of navigation of the latest in the shipbuilders' art, the Japanese have not been sparing in money or lacking in ingenuity in producing the best value for the five million yen that have been spent in the construction of the fourteen thousand ton turbine now adorning the harbour of Hongkong. To those who were favoured with an invitation to inspect the steamer to-day, and to the general public who will avail themselves of the opportunity to-morrow, the visit has been a perfect object lesson. Under the expert guidance of Captain Going himself and his Chief Engineer the gentlemen who accepted the invitation to-day were taken over the ship and shown all that was worth seeing—and there was nothing that was not worth seeing—on board the latest product of the magnificently equipped shipyard at Nagasaki of the Mitsui Bishi Co. From the fine uninterrupted deck Capt. Going conducted the party to the saloons; then over the state-rooms, single-berth rooms and the second-class accommodation. The furnishing and general appointments are carried out in a most superb manner, the decorations and tapestry being of original Japanese design executed by special artists. To instance but one item in the scheme of ornamentation in the sitting rooms, 'it may be mentioned that a single pair of curtains cost no less than Yen 1,300. Similarly, has the scale of expenditure been kept up throughout every department in the magnificent steamer.

After the inspection the guests were invited to tiffin. Covers were laid for seventy. There were present—Capt. Philip H. Going, Messrs. S. Silverstone, P. Fumatsu (Consul for Japan), S. Matsuo (Vice-Consul), K. Matsuda, Amos P. Wilder (Consul-General for the United States), Hon. Mr. W. Rees Davies (Hon. Mr. W. Chatham, C.M.G., Hon. Mr. H. A. W. Slade, Capt. Hodgins, Messrs. W. P. Clarke, R. Mitchell, Geo. E. Caldwell, W. Wilson, D. W. Craddock, G. Friedland, J. Y. V. Vernon, Geo. Grimble, E. H. Ray and representatives of almost every shipping and mercantile firm in Hongkong.

When justice had been done to the excellently served repast, Mr. S. Silverstone called upon Consul-General Wilder to address a few remarks to the distinguished assemblage. Dr. Amos P. Wilder said: Representing a number of Nations, and to an 'Exotic' competitor, we join in congratulating the Japanese friends on this handsome ship—this Twentieth Century, this supreme expression of nautical skill, speed and convenience. There was a day, and some of us remember it, when men in the same line of business regarded each other as natural enemies. Even their women folks looked coldly at each other and for their children to walk home from school together or to investigate the moonlight under romantic circumstances spelled disloyalty to the clan and disrespect to the fathers. A little later the dictum 'Live and Let Live' was given some recognition and the grocery man sometimes growled out 'Good Morning' to his rival, and the tailor was willing to concede that his competitor down the street might possibly get to heaven, however little he might deserve it (hear, hear). But these days of misunderstanding and unlovely divisions have passed; and now, in civilized lands men in the same occupations have come to see that not only is it good for brothers to dwell together in unity but that the interests of honourable competitors are identical; business breeds business; they seek the same ends and can best secure them by fair mutual recognition and co-operation.

Trade and Commerce, certainly in such an undeveloped and expansive territory as the Orient, is not a cake of fixed proportions, of which there is a limited number of pieces. Rather it is a field in which there is room for many workers and each growth not only yields its own fruit, but fertilizes what is near it. The more trade there is, the more there will be. The more of China's 400,000,000 are taught to enjoy the surplus of other lands, the greater the demand from new contingents of this great population who have heard the good news. Especially does Hongkong, which is an exchange rather than a producing centre, profit by every new means of communication, linking up China with its exports and imports to other nations. Commerce is not a fixed quantity; it is an education, a boundless population and the awakening wants of the Chinese nation; and he is a narrow man who does not know his political economy who conceives that it is a boon to anyone to circumscribe the trade of this Empire, and who, in the name of commerce, is ready to buy and sell, even to remote Yunnan and Szechuan. Growth in the law of commerce is not to be stopped; new provinces must be enrolled in trade, and it is a benefit to all when new and vigorous forces enter the field to produce fresh supplies to be carried away, and to teach new ways to be carried to from abroad.

No one can live long in Hongkong without looking about this board and see the faces of these old men, bringing cheer to this important expedition by the Japanese, to a harbour and in a trade-territory made possible by the sacrifices, the hardships, the sufferings, and bloodshed of British fathers, without an involuntary tribute of gratitude and admiration to the generous spirit and the broad policies of the British Empire. She has not lived to herself alone. I never pass those silent dead in the Chinese village of Stanley; I never read of the violence, alarms and devastating loneliness of the early decades while this Colony was desperately seeking a foothold exposed to attack by the natives and regarded with suspicion by the nations, without feeling something of the debt every American, every German, French, Italian, Scandinavian, every Japanese—no makes home or profit here, owes to the British people; and without marvelling at the broad and lofty character of her State-craft. Proudly conscious of her dominance, she has gone her way as a gracious Lady Bountiful, rich in her possessions and 'accretions' and letting fall where they will the overflow of good things for others. Or rather, she early laid hold of the profound truth of the proverb, 'There is that scattereth and yet increaseth, and there is that withholdeth more than to meet but it tendeth to poverty.' By throwing open her gates and welcoming men of all nations she has made herself a vital part of many activities otherwise denied her. Macao throws down no gates—by seeking to save her life, she has lost it. Great Britain conquers South Africa at fearful cost and when the worldly wise look now to see a rich feast of conquest, her people make chieftains of those so lately in arms against her and stifle her by bidding the enemy return to their fields, now well ordered, under a government of justice, the vanquished enjoy individual freedom and equal opportunity with the victors. It is the highest form of statesmanship and even of expediency, despite the carpers; for in it is good will, faith in man and the confidence in herself which commands leadership. The world has seen no such self-control and magnanimity since Lee surrounded at Appomattox and the Conqueror Grant bade him keep his sword and his men their horses that they might resume their farms and work with their brothers for the healing of the nation. (Applause.)

To the Japanese in this and all their efforts right-minded men of all nations wish well. When men's minds are too closely bent to local and transient phases of a topic that engages them so intently as have the spirit and destiny of the Japanese nation, it is well to recall what those wonderful people have done in thirty years, to reflect less on their failings and more on their virtues. Certainly no nation ever so quickly and with such admirable individual abnegation, docility, and perseverance; let go the things of antiquity and laid hold of the best things of modern civilization. This proud ship built in Japan—the first turbine propelled to fret the waters of a harbour where an average of 22 steamships of all nations daily enter from the quiet sea, bears no resemblance to the pitiful sampans that looked in frightened wonder on Commodore Perry's squadron half a century ago; nor does it seem possible that the modern Japanese nation with all its equipment of peace and war commanding the respect of exports, could be evolved in so short a time. Japan has her problems; she must be a burden bearer as are her sister nations. We would she diverted her budget from armaments to industry and multiplied smokestacks on factories rather than on battleships. But advice is meant to give, not to take; she must learn in the grim school of experience as do we all. It is enough for us to-day to rejoice that a new brother exulting in his strength joins the family of modern nations. Touched by a spirit of brotherhood, we give Japan welcome and promise her the sympathy and co-operation of men who love their fellows. To the *Tenyo Maru*, to her captain, to beautiful Japan and her ambitious people—God speed! (Loud applause.)

In reply, the Japanese Consul thanked Mr. Wilder for his eulogistic references to Japan and hoped that that magnificent steamer—the *Tenyo Maru*—would be the medium of promoting the future relations not only between America and Japan, but he trusted between the East and the West also. (Applause.)

Mr. Matsuda returned thanks to the guests on behalf of Mr. Asano, the president of the Toyo Kisen Kaisha. He expressed the hope that his Company might be favoured with their criticisms of the steamer in order that their suggestions might be embodied in the improvement of her sister ship the *Chiyu Maru* now building. "Success to the *Tenyo Maru*" was heartily pledged on the call of Mr. E. H. Hinds.

A humorous speech Capt. Going responded and spoke of the relative merits of the turbine engines with which his steamer was equipped.

Mr. Hall responding on behalf of Parson's, the turbine builders, the proceedings were brought to a close.

The *Tenyo Maru* is the first of three 14,000 ton boats which the Toyo Kisen Kaisha, or Oriental Steamship Company, of Japan, now building for its North Pacific trade. The interesting point about these vessels is that they are produced entirely in Japan. The *Tenyo Maru* was constructed at the Mitsubishi dockyard and engine works at Nagasaki where one of her sister ships, the *Chiyu Maru*, is nearing completion. The *Tenyo Maru* is 575 ft long over all, with a moulded breadth of 63 ft, and is designed for a speed of 20 knots. Her turbines are of the Parson's type, and she will use liquid fuel in her furnaces. She will carry 275 first-class, 54 intermediate, and 800 steerage passengers. The builders of the *Tenyo Maru* admit that they owe much to the courtesy of British, French and German constructors. They have borrowed ideas from them all. Thus the new Japanese boat will have six decks, and the after part of one of them is specially designed and

set apart for dining. The liner also has a lounge, the first and best equipped of public rooms. There is a smoking saloon, where private parties may be given, a gymnasium, nursery for children, and a darkroom for photographers. The liner will have her special suites, and a number of family rooms containing two beds and a sofa, the latter forming another berth, if desired. Single-berth rooms are also provided, and the ordinary state-rooms on the principal deck are arranged so that in the daytime they may be transformed into attractive sitting rooms. The vessel is equipped with electric light, wireless telegraphy, watertight bulkheads, and other features of the modern passenger steamer. In furnishing and decorating the vessel the artistic instinct of the Japanese is seen at its best.

LANE, CRAWFORD AND CO., LD.

ANNUAL MEETING.

The annual meeting of Messrs. Lane, Crawford and Co., Ltd., was held in the office of the company at Shanghai, on the 22nd inst. Mr. J. Ambrose presiding. The following shareholders were present:—J. Ambrose, D. W. Crawford, J. West, D. Campbell, Directors; W. S. Featherstonhaugh, Secretary; J. Trevor Smith, R. Macdonald, A. S. P. White, Cooper, U. H. Read and Captain J. P. Lomp.

The Chairman said: Gentlemen,—The report and accounts for the year ending 29th February last have been in your hands for some time and may, I presume, be taken as read, but before proposing the adoption of same I would like to make a few remarks on several of the amounts shown therein. I wish first to draw your attention to the result of the year's working which shows a net profit of \$44,557.86 as against \$11,151.11 for the year ending 28th February, 1907, or an increase of \$33,406.75, not a great increase certainly, but when the great depression in business now general in Shanghai and the increased competition with which we have to contend is taken into consideration, may, I think, be considered highly satisfactory. After deducting the interim dividend of \$5.00 per share paid 16th November last there remains out of the net profit for the year the sum of \$32,557.86 which together with \$70,983.09 brought forward from last year, in all \$103,540.85, your Directors propose to dispose of in the following manner: viz., to pay a final dividend of \$7.00 per share together with a bonus of \$2.00 per share which will absorb in all \$12,500.00 and leave the sum of \$91,040.85 to be carried forward to the current year.

Cash in hand and at bank amounted to \$57,729.48 which is practically the same as at the end of our previous financial year, it then being \$5,871.16. Our stock, which has been valued on a very conservative basis, stood at \$169,100.55 as against \$160,435.25, an increase of \$8,665.30 over the previous year. Sundry Debtors—after making due provision for bad and doubtful debts—amounted to \$91,130.16 or \$15,599.66 higher than last year. This item may appear to be rather a heavy one, but every effort is made by our staff to keep it as low as possible, and the special reserve of \$50,000 for any extraordinary losses which might arise is considered by your Directors to be ample. Our investment account which on the 20th February, 1907, stood at \$46,334.83 now stands at \$1,379.11 which reduction is due to our having disposed of the greater portion of our securities for the purpose of paying for the adjoining property. You will doubtless remember I mentioned at our last annual meeting that we had arranged for the purchase of that property at Taels 145,000.00, which purchase is now completed and the property transferred to us. To pay for it we issued Taels 100,000.00 of debentures, bearing interest at 7 per cent. per annum as shown in the balance sheet before you, the balance of the purchase money being obtained by the sale of the securities before alluded to. The legal and other expenses connected with the purchase and transfer being paid for out of the year's profits. Interest on those debentures has been debited to the account for half year to 31st March, whereas our financial year ended 19th February, so that interest for six months instead of five months has been debited to the year's working which was done to simplify accounts. The removal to our new premises which will take place within the next few months will naturally entail a considerable expenditure in the way of suitable fitting as we wish to have the place made complete. The construction of those fittings is well advanced, so do not anticipate any delay from that source. In connection with this I may say we have arranged with our landlords to renew the lease of our present premises for a further period of three years, and have also arranged to sublet the ground floor of our present store to a firm who will not be a competitor in our business. The upper floor we retain, as we propose extending our business in branches other than those in which we are now engaged, and for which room could not be found in the new premises alone. Your Directors have every reason for thinking the proposed extension will be a success and I am sure that you as shareholders hope so. Exchange has been a somewhat difficult problem in the conduct of your business during the year. A year ago it stood at 2-11, now it is a little under 2-5 per tael, which is a very considerable fall, but as this is a matter over which we have no control and something therefore which cannot be provided for, we have to make the best we can of the situation and hope for a rise in exchange. Mr. Cope having retired from the Directorate in April, 1907, Mr. David Campbell was invited to fill the vacancy on the Board. His appointment requires confirmation which will form the subject of a resolution later on.

That, Gentlemen, I think all I have to say in connection with the report and accounts before you, but before putting the resolution to the meeting for passing same, if any shareholder has any questions to ask, I will do my best to answer them.

Mr. White-Cooper remarked that as shareholders they had every reason for congratulating the Board and every reason for congratulating the Board and every reason for congratulating the Board.

Mr. White-Cooper remarked that as shareholders they had every reason for congratulating the Board and every reason for congratulating the Board.

the Board and themselves on the excellent results of the year's working. Comparisons were not made, however, having a feeling of self-satisfaction, but if they just compared the results of the year's working with that of a similar establishment for very far off and whose comparisons were recently published, he thought the comparisons were in favour of them. They were very much smaller capital, with a much smaller staff. Tis. 160,000 as against something like half a million taels, they had made a profit of over Tis. 44,000 as against a profit of Tis. 35,000 paid by the establishment to which he referred. He thought that was in part due to the invariable civility, courtesy, and attention which customers received from the employees. He thought that they must admit that they made a very great difference in the prosperity of a concern like theirs. They might spend lots of money in advertising, but if they did not have employees who would please their customers and serve them well they would make no progress. Another point in which they were very successful was the way they ran their accounts. He did not think they kept in accounts which had been paid twice, and he was very glad that they had no suspense account. He thought that the success of the company was in part due to these two things and he wished to congratulate the board.

The Chairman replied on behalf of the board and thanked Mr. White-Cooper for his kind remarks. He was sure that if care and attention were paid and on the part of the staff it will make the business a success, it would be one. He then moved the adoption of report and accounts and Mr. D. W. Crawford seconded the motion was carried.

The Chairman proposed that a dividend at the rate of seven per cent. of the capital of the company together with a bonus of \$5 per share be paid. Mr. West seconded and this was likewise agreed to.

Mr. H. H. Reid moved, and Captain Howe seconded, that the appointment of Mr. David Campbell from April 1907 to serve as a Director be confirmed, and that Mr. D. W. Crawford be re-elected a Director. This was carried.

On the motion of Mr. W. B. Buyers, seconded by Mr. R. Macdonald, Messrs. G. H. and N. Thomson were elected auditors of the company for the year at salary of Tis. 300 per annum. The meeting concluded by a vote of thanks to the Chairman, proposed by Mr. A. S. P. White-Cooper.

SERIOUS FIRE AT SHANGHAI.

Z. ORMOUS BLAZE AT A. SAWMILL.

Just as the Customs Clock was striking four in the afternoon of the 23rd inst. the bell-tower alarms rang for a fire in the Yangtze-poo district. The Brigade hurried to the scene of the conflagration, and it soon became noised throughout the Settlement that fire had broken out in the yards of the China Import and Export Lumber Co. 3.50 p.m. The Engineer of the Company had just left the saw-mill when a conflagration under him to say that flames had broken out under one of the saws. He returned immediately to find the mill already well alight. The brigade was telephoned for and streams were at once put on by the mill staff and police from Yangtze-poo station. The outbreak was caused by the over-heating of one of the large band saws, and from the saw-dust and shavings on the floor the flames quickly spread until they had enveloped all the machinery and such timber as was inside the saw mill. It was about a quarter of an hour after the fire was discovered before the firemen arrived on the scene. The roof and walls of the mill collapsed shortly after their arrival. The Victoria engine was taken down to the water front, and there it pumped two useful streams, which were in no small measure responsible for preventing the timber stacks from catching. Other companies put on hydrant streams, and as soon as possible the fire-fight was sent for. The Customs boat arrived with commendable promptness, but the Municipal boat did not reach the neighbourhood until an hour and a half after the alarm had rung. Scorching flames, added to the heat of the afternoon, made the firemen's task anything but a pleasant one, and when at 5.30 a strong breeze sprung up they had to redouble their efforts to prevent the flames from reaching the lumber. A Chinese cruiser in the neighbourhood landed a party of sailors with two hand pumps, which did valuable service until the engine streams were put on. At 6 p.m. the fire seemed well under control, and the firemen were able to get to closer quarters with the wreck of the mill. In the meantime the mill staff had been kept busily at work soaking the lumber stored in the large shed on Yangtze-poo Road, so as to render it immune from sparks.

There was a large store of timber in the saw mill, though usual, and it is estimated that the damage done will amount to about Tis. 120,000 of which Tis. 113,000 are covered by insurance. The whole of the saw mill plant, including the circular and band saws, the planing machines, vertical and horizontal engines, motors and electricity plant, has been totally destroyed, but the lumber yards, where Tis. 250,000 worth of timber is stored, remain intact. The tramway service to Yangtze-poo was temporarily disorganized by the fire, but as soon as possible trams were again running between the Bund and Yangtze-poo Bridge. It was noticeable that the only engine sent to the blaze was that belonging to the Victoria Company, though this seemed to be an occasion when the new Motor Fire King could have been used with advantage.

A somewhat serious accident befell the Mitholung ladders on the way to the fire. The ladders went down the slope from the Garden Bridge at a fair pace and then a cart got in the way and in trying to avoid it the ladders dashed into the hoarding round the new building at the junction of Seward Road and Broadway. One of the Brigade ponies was seriously injured and was liable to be destroyed. Fortunately the firemen escaped injury. A number of coolies dragged the ladder back to Headquarters.

To-day's Advertisements.

HONGKONG HOTEL.

SATURDAY, 30th May, 1908.

DINNER.

HORS D'OEUVRES.

Caviare and Eggs Canapes.

SOUP.

Mock Turtle.

FISH.

Baked Fish and Tomato Sauce.

ENTREES.

Veal Cutlets and Green Peas.

Vienna Steak and Onions.

Mongolian Patties.

CURRY.

Madras.

JOINTS, &c.

Roast Sirloin of Beef and Horseradish.

Roast Capon and Celery Sauce.

Boiled York Ham and Champignon Sauce.

Cold Game Pie and Beefroot Salad.

SWEETS.

Caramel Pudding.

Noyau Ice Cream and Finger Cakes.

Tippu Cake.

Cheese Straws.

DESSERT.

Coffee.

Fruits.

[55]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."

Captain Passmore, will be despatched for the above Ports, on WEDNESDAY, the 3rd prox, at 11 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 29th May, 1908. [55]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"ARCADIA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Mooltan*.

From Persian Gulf, ex B.L.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 4th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 28th May, 1908. 17

OIL MILL ABLAZE.

ANOTHER FIRE AT SHANGHAI.

At 2.30 a.m. on 23rd inst., the police at Shanghai received information that a fire had broken out at the Shanghai Oil Mills, near Jenfield, on the far side of the Soochow Creek. The alarm was rung, and soon trucks and ladders were speeding to the vicinity of the blaze. The sky was lurid with the glare of the flames, and when the firemen got to the spot the mill was burning fiercely. It was a magnificent sight. Not only were flames leaping high from the mill buildings, but far up in the air the vapour of the oil was burning, making it appear as if the sky itself was alight. The firemen could render little assistance, as the mill is outside Settlement limits and no effective streams could be put on from the other side of the creek. The fire-boat was sent for, but could not get up the Soochow Creek. After doing what they could they left the mill to burn itself out. Under the direction of the Mill Superintendent the staff did all that was possible to prevent the flames from spreading, and they were successful in saving the bone mills close at hand, which caught several times. A large matched about fifty yards away from the mill building was totally destroyed, and the superintendent's house was gutted after heroic but futile attempts had been made to save it from the flames.

At the time of the outbreak saw machinery was being installed, and it is stated that some oil cake which was left in the warming pan in the brushing room, became overheated, and exploded, setting fire to the building. A Sikh watchman, who was that night patrolling the premises for the first time, discovered the fire, and he informed his master, who telephoned to the police. Yesterday afternoon what remained of the building was still burning, and it is expected that two or three days will elapse before the fire completely burns itself out. Half of the new machinery was on the premises at the time of the fire, and the damage, which is said to amount to over Tis. 150,000 is fully covered by insurance.

At 7.30 p.m. the fire broke out again fiercely, and a telephone message was sent to the Fire Station but the Brigade was at the Yangtze-poo fire and no assistance could be sent. Mr. C. Daily News.

Intimations.

"VICTOR" TALKING MACHINES

ON

EASY TERMS.

YOU CAN PURCHASE AT

\$2 PER WEEK.

WHY BE DULL?

Caruso to thrill you.

Scotti to excite you.

Plançon to astound you.

Melba to enrapture you.

Patti to delight you.

Tetrazzini to charm you.

Harry Lauder to amuse you.

Dan Leno to humour you.

Gus Elen to beguile you.

Geo. Robey to entertain you.

Will Evans to enliven you.

Souza's Band to rouse you.

10,000 Records to choose from.

Call and hear them at the

ROBINSON PIANO Co., LIMITED.

Hongkong, 13th May, 1908. [55]

NOOLWOK LETOH

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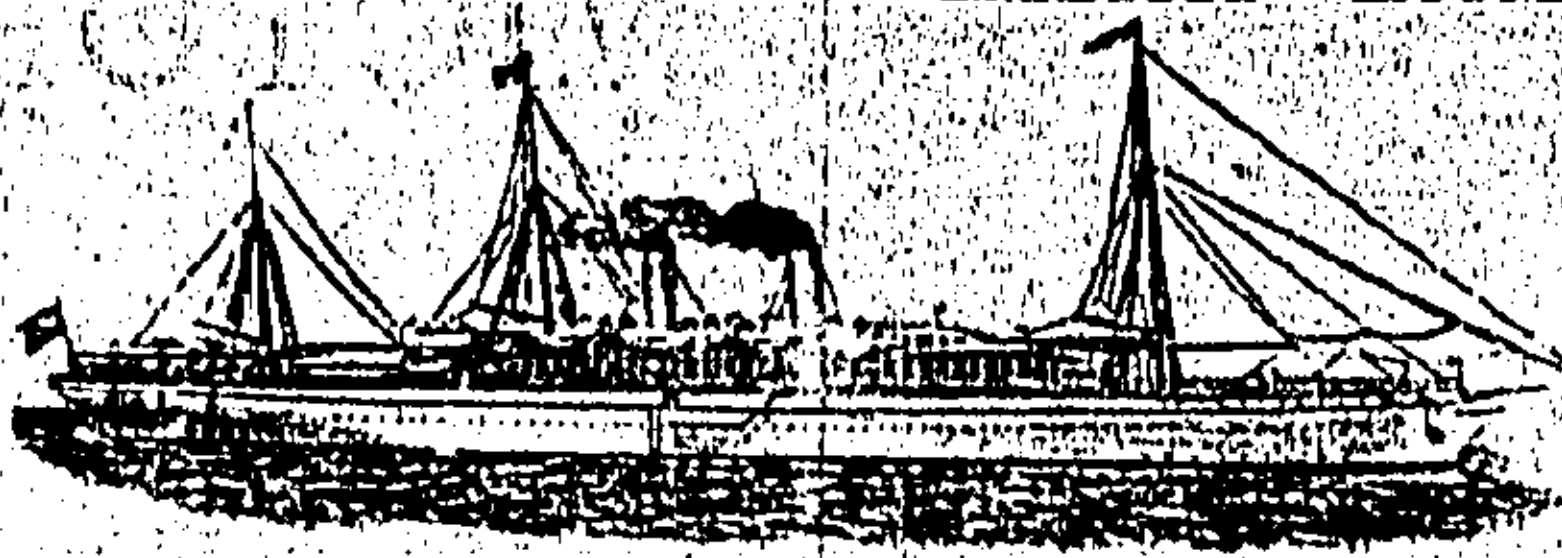
HONGKONG TELEGRAPH

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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific to the "Empress of Japan" leaving 1 to 10 Days' Ocean Travel. 12 Days VORHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
"EMPEROR OF CHINA" 6,000 Tons	THURSDAY, June 4th
"EMPEROR OF INDIA" 6,000 Tons	THURSDAY, June 13th
"EMPEROR OF JAPAN" 6,000 Tons	THURSDAY, June 18th
"EMPEROR OF KOREA" 6,000 Tons	THURSDAY, July 4th
"EMPEROR OF MONTAGUE" 6,000 Tons	THURSDAY, July 11th
"EMPEROR OF CHINA" 6,000 Tons	THURSDAY, July 18th
"EMPEROR OF INDIA" 6,000 Tons	THURSDAY, July 25th
"EMPEROR OF JAPAN" 6,000 Tons	THURSDAY, Aug. 1st
"EMPEROR OF KOREA" 6,000 Tons	THURSDAY, Aug. 8th
"EMPEROR OF MONTAGUE" 6,000 Tons	THURSDAY, Aug. 15th

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, £40. First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line. R.M.S. "EMPEROR OF CHINA" carries "Intermediate" Passengers only, at Intermediate rates, according to superior accommodation for that class. Passengers booked through to all ports and AROUND THE WORLD. SPECIAL THROUGH RATES (First, 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 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INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)
For Steamship On
SGAPORE, PENANG & CALCUTTA, KUTSANG, SATURDAY, 30th May, Noon.
SHANGHAI via SWATOW, HANGSANG, SUNDAY, 31st May, Daylight.
TIENTSIN, CHU-SHING, FRIDAY, 5th June, Noon.
MANILA, LOCHSANG, FRIDAY, 5th June, 4 P.M.
RETURN TOURS TO JAPAN.
OCCUPY 24 DAYS.
The steamers Kutsang, Nansang and Fongsang leave about every 3 weeks for Shanghai, and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted with Electric Light throughout with Electric Fans.
Taking Cargo on through Bills of Lading to Yangtze Ports, Obafao, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.
Hongkong, 29th May, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL
SWATOW & SHANGHAI "KIUKIANG" 31st May, Noon.
HOIHOW & HAIPHONG "HUPEH" 2nd June, 9 A.M.
MANILA "TEAN" 2nd " 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, "TIANAN" 4th " "
WIN and other AUSTRALIAN PORTS
MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.
SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Reduced Saloon Fares, Single and Return, to Manila and Australia.
For Freight or Passage, apply to
HONGKONG, 29th May, 1908.
BUTTERFIELD & SWIRE,
AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Dining Saloon. Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For.	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 30th May, at Noon.
RUBI	2540	Almond	"	SATURDAY, 6th June, at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 29th May, 1908.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).
Steamship To sail
For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 29th May, 1908.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).
PROPOSED SAILINGS FROM HONGKONG
FOR BOSTON AND NEW YORK
S.S. "GHAZEE" 8th June, 1908.
For Freight and further information, apply to
DODWELL & CO., LIMITED.
Agents.
Hongkong, 28th May, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Shawmut	9,606	Roberts	4th June, 1908.
Tremont	9,606	Garlick	1st July, 1908.
Swanwick	6,232	Shotton	1st July, 1908.
Kumeri	6,232	Cowley	19th Aug., 1908.

CHEAP FARES, EXCELLENT ACCOMMODATION.
ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.
* Steerage Passengers only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings,
Hongkong, 20th May, 1908.

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship
"CARDIGANSHIRE"
will be despatched for the above Ports on or about the 22nd June, 1908.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 18th May, 1908.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.
(With liberty to call at the Malabar Coast).

THE Steamship
"OCEANO"
will be despatched for the above Port, on or about THURSDAY, the 25th June.
For Freight, apply to
ARNHOLD, KARBURG & CO.,
Agents.
Hongkong, 26th May, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers
"KWONG TUNG" Capt. H. W. WALKER.
"KWONG SAI" Capt. E. S. CROWE.
Leave Hongkong for Canton at 9 every evening, (Saturday excepted).
Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.
Passage Fare—Single Journey.....\$4.
Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.
YUEN ON S.S. CO., LD.,
and
SHID ON S.S. CO., LD.,
No. 8, Queen's Road West.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)
Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).
THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.
Underwritten and Executed by
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 19th March, 1908.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.



STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA."
Captain B. W. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 30th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Victoria, 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Oceana, due in London on 12th July, 1908. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
For further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.
Hongkong, 16th May, 1908.

Intimations.
GREEN ISLAND CEMENT COMPANY, LIMITED.
PORTLAND CEMENT.
In Casks of 375 lbs. net \$5.50 per Cask ex Factory.
In Bags of 250 lbs. net \$3.85 per Bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 28th April, 1908.

JAPANESE MASSAGE.

F. KAWASAKI.
GRADUATE of KOBE MASSAGE SCHOOL.
No. 36C, PRAYA EAST, WANCHAI, HONGKONG.
Telephone 564.
EFFECTIVE TREATMENT OF
BERI-BERI AND RHEUMATISM.
Attendance at Patients' Residence.
Hongkong, 2nd May, 1908.

TYPEWRITERS

FOR SALE, REPAIR AND HIRE.
PRICE VERY CHEAP.

NEW BICYCLES

('HUMBER')
\$100 each.
Repair Undertaken.

MOTOR LAUNCHES

FOR HIRE
from \$2 per hour.

SOLE AGENT FOR THE FAMOUS HUMBER CYCLES.

DRAGON CYCLE DEPOT.

NOTE NEW ADDRESS
11, 13, 15, DIS VENT ROAD,
HONGKONG, 29th May, 1908.

HONGKONG AVERAGE MARKET PRICES.

Corrected 22nd May, 1908, per 5 Mins.

BUTCHER MEAT.

BUTCHER MEAT.	
Beef sirloin & prime cut—Mel Lung Pa	20
„ Corned—Ham Ngau Yuk	19
„ Roast—Shiu	20
„ Breast—Ngau Lam	15
„ Soup, Tong Yuk	15
„ Steak—Ngau Yuk Pa	20
„ Sirloin—Ngau Lau	28
„ Sausages—Ngau Yuk Chaug	20
Bullock's Brains— „ Know	per set
„ Tongue fresh—Ngau Li	each
„ „ corned—Ham Ngau Li	55
„ Head—Ngau Tao	50
„ Heart—Ngau Sum	per lb
„ Hump, Salt—Ngau Kin	18
„ Feet—Ngau Keok	each
„ Kidneys—Ngau Yiu	10
„ Tail—Ngau Mei	17
„ Liver—Ngau Con	lb
„ Tripe (undressed)—Ngau To	1
Calves' Head and Feet—Ngau-chai-tau-koek	set 5
Mutton Chop—Yeung Pai Kwat	23
„ Leg—Yeung Pei	23
„ Shoulder—Yeung Shau	20
Pigs' Chittlings—Chi cheong	23
„ Brains—Chi Know	per set
„ Feet—Chi Keok	12
„ Fry—Chi Chak	13
„ Head—Chi Tau	15
„ Heart—Chi Sum	each
„ Kidneys—Chi Yiu	pair
„ Liver—Chi Kon	lb
Pork Chop—Chi Pai Kwat	18
„ Corned—Ham Chu Yuk	23
„ Leg—Chu Pei	23
„ Fat or Lard—Chu Yau	20
Sheep's Head and Feet—Yeung Tan Kook	set
„ Heart—Yeung Sum	each
„ Kidneys—Yeung Yip	10
„ Liver—Yeung Con	lb
Sucking Pigs, To Order—Chu Chai	10
Suet Beef—Sang Ngau Yau	10
„ Mutton—Sang Yeung Yau	10
„ Veal—Ngah Chai Yuk	10
„ Sausages—Ngau Chai Yuk Tong	10

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APRIL.

Br. s.s., 3,514, A. L. Valentin^d, 28th May
ombay 13th May, and Singapore
Mails and Gun.—P. & O. S. N. Co.

Br. s.s., 2,110, B. Woolfehead^d, 28th May
London via Penang and Singapore
Gen.—W.C.G. Bros. & Co.

Jap. s.s., 2,387, N. Kobayashi^d,
—Yokoi 25th May, Coal.—Samuel
nak.

S.s., 2,365, A. G. Smith, 28th May
ong 26th May, Coal.—J. M. &
Co.

S.s., 4,780, B. W. H. Snow, 29th
Shanghai 6th May, Mails and
—P. & O. S. N. Co.

S.s., 1,76, H. Uecker, 29th May
—24th May, F.v.S.—W. & C. Co.

Ger. s.s., 1,021, R. v. Mangoldendorff^d, 29th
May,—Bangkok 15th May, and Koho
—22nd. Rice, Rice-floor, Salt and
ood.—M. & C.

Br. s.s., 1,213, E. Shepherd, 29th
Penang and Singapore 21st May
to Teck Beng.

Ger. s.s., Calender, 29th May.—
28th May, Gun.—H. A. L.

Br. s.s., 1,356, S. Wilde, 29th May.
n 28th May, Gun.—J. M. & Co.

R. s.s., 1,010, Scott, 29th May.
28th May, Coal.—D. & Co., Ltd.

TO-DAY'S EXCHANGE.

Buying	
4 months' sight L/C	191
6 months' sight L/C	196
30 days' sight San Francisco & New York	445
4 months' sight do	451
90 days' sight Sydney and Melbourne	110
4 months' sight France	228
6 months' sight	301
4 months' sight Germany	266
Bar Silver	244
Bank of England rate	21 7/8
Suez Canal	\$11.08

MAILS OUT.

Indian (*Lahang*) 1st prox.
German (*Buelow*) 1st prox.
Canadian (*Empress of India*) 3rd prox.
German (*Kleist*) 3rd prox.

The British s.s. *Oriel* left Moji on 28th inst. for this port, and is due here on 2nd prox.

The H. A. L. s.s. *Sitonia* left Hankow on 26th inst., a.m., and may be expected here on 23st prox., a.m.

The N. G. I. s.s. *Sichte* left Singapore for this port yesterday, and may be expected here on or about the 4th prox.

The E. & A. Co.'s s.s. *Aldenham* from Sydney left Port Darwin, on 25th inst., for Timor, Manila and this port.

The N. Y. K. s.s. *Iyo Maru*, American Line, left Shanghai for this port on 28th inst., and is expected here on 31st inst.

The N. Y. K. s.s. *Nikko Maru*, Australian Line, left Thursday Island for this port via Manila on 28th inst., and is expected here on 8th prox.

THE WEATHER

The following report is from Mr. F. G. Fisher, Director of the Hongkong Observatory:—

On the 29th at 11.55 a.m.—The barometer risen slightly over the S. coast of China and Luzon. It is inclined to rise in Formosa, has fallen quickly at Meicao time island.

The typhoon is moving northeastwards to East of the Bashee Channel.

Pressure is still high, but giving way to N.E. Japan.

N.E. winds, decreasing in force, may be expected in the Formosa Channel and mode W. to S.W. winds over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

- 1.—Hongkong and Neighbourhood, W. S.W. winds, light or moderate; fair.
- 2.—Formosa Channel, N.E. winds, moderating.
- 3.—South coast of China between Hongkong and Lamooke, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

	May 28	May 29
Barometer	29.65	29.60
Temperature	84	86
Humidity	75	61
Rainfall	0.07	0.00

(Terapi). Dut. s.s., 7, 105; O. Udan, 24th May—
 Singapore 19th May, Gen.—Kik. 17, 170.
 Myrledene, Ph. s.s., 1, 163; Lelighen, 13th May—
 Mui 11, 20th May; Coal.—O. & Co., Ltd.
 Peh, Ger. s.s., 475, V. Postwall, 17th May—
 Saigon 22nd May, Rice.—B. A. L.
 Persia, Br. s.s., 2,744, A. Dixon, 12th Jan.—
 Sao Francisco 27th Dec.; and Portland, Or.
 15th, Flour.—O. & O. S. S. Co.
 Pitsanolo, Ger. s.s., 1,2-0, T. Heyenya, 25th May—
 Bangkok 17th May, and Swatow
 24th, Rice and Timber.—B. & S.
 Phedimpen, Br. s.s., 1,005, J. H. Scott, 25th May—
 Saigon 20th May, Fish and Meal.—
 We Fat Sing.
 Rajah, Ger. s.s., 1,275, R. Peter, on 21st May—
 Bangkok 14th May, Rice.—B. & S.
 Sado, Maru, Jap. s.s., 3,865, Geo. Anderson,
 26th May—London 17th April, and Singapore
 22nd May, Gen.—N. Y. K.
 Shawmut, Am. Lk., 6, 195, Roberts, 26th May,
 Seattle 21st April, and Manila 24th May,
 Gen.—D. & Co., Ltd.
 Sochu Maru, Jap. s.s., 1,110, T. Fusano, 26th May—
 Foochow 24th May, Gen.—O. S. K.
 Taiwan, Br. s.s., 1,041, J. A. Martin, 10th May—
 Saigon 10th May, Rice and Gen.—Wing
 Sing & Co.
 Tenyo Maru, Jap. s.s., 7, 165, P. H. Going, 21st May—
 Yokohama (Direct) 19th May, Gen.—
 T. K. K.
 Wongkok, Br. s.s., 1,115; Reher, 27th May—
 Bangkok 18th May, and Hoihow 24th, Gen.—
 B. & S.
 Yafro, Br. s.s., 1,510, R. Rodger, 25th May—
 Manila 3rd May, Sugar and Cigars.—S.,
 T. & Co.

DOCK RETURN.

HONGKONG AND WHAMPOA DOCKS.			
Person	at	Kowloon	Dock
Victoria	"	"	"
Pitsanulok	"	"	"
Jacob Diederichsen	"	"	"

The China Passport Manual.

28th April—*Benglos, Longior, Onpack, Prince Heinrich, Suruga*. 1st May—*Prinsest Allice, Tonkin, Awa Maru, Carnarvonensis, Inda Maru, Melor*. 5th May—*Bipha, Bullarpoko, Borneo, Paka, Kootrowa, Valenta*. 8th May—*Ajka, Glusky, Nordmand, Sardinia, Sankt Petersburg, Pak Ling, Tonraue*. 12th 15th—*Kleist, Benavolth, Cathay, Montross*. 15th May—*Benmohr, Polymestien, Ringo Maru, P. R. Luitpold, Tamba Maru, Antilechu, Neurus, Frankly*. 19th May—*Astyanax, Beloravalia, Glent ai, Pershawur, Schynpilt*. 22nd May—*Albenga, Antonor, Arvend, Bekic, Id menicus, Prometheus, Senece, Sencor, Induparia, General, Isirlor, Janio, Lohkian*. 25th May—*Pera Nevada, Samda, Paka*.

Arrivals at Home—28th April—*Fintshir*. Prince Ludwig. 5th May—*Salvonia*. 1st May—*Polymestien*. 1st May—*Skt Maru*. 5th May—*Manila*. 8th May—*Awa Maru, Patroclous*. 12th May—*Indawi*. 1st May—*Melior, Brasilia, Prinsest Allice, Hohenstamfen, Penglos, Longior*. 19th May—*Glusky, Cathay*. 21st May—*Borneo*. 22nd May—*Pak Ling, Tamba Maru*.

CHINA COAST METEOROLOGICAL REGISTER

		May 28th 1908 a.m.		Bar. Th. Ht.		Wind		Wave	
Vladivostok.....	7 a.m.	30.28	—	—	—	E	6	2	0
Nemuro.....	6 a.m.	30.28	—	—	—	E	6	2	0
Hakodate.....	30.17	—	—	—	—	E	6	2	0
Tokio.....	30.05	—	—	—	—	NW	2	0	0
Kochi.....	30.18	—	—	—	—	SW	2	0	0
Nagasaki.....	30.80	—	—	—	—	—	—	—	—
Kagoshima.....	29.71	—	—	—	—	N	0	4	0
Oshima.....	29.71	—	—	—	—	—	—	—	—
Naha.....	29.65	—	—	—	—	E	0	6	8
Ishigakijima.....	29.61	—	—	—	—	E	0	8	0
Bonin Is.....	29.93	—	—	—	—	E	0	—	—
Cheloo.....	6 a.m.	—	—	—	—	—	—	—	—
Weihaiwei.....	9 a.m.	29.80	56	—	—	ENE	1	—	0
Hankow.....	6 a.m.	—	—	—	—	—	—	—	—
Kiukiang.....	—	—	—	—	—	—	—	—	—
Shanghai.....	9 a.m.	29.77	68	93	—	ESE	1	0	0
Canton.....	—	29.77	64	104	—	E	—	3	0
Shang Peah.....	—	29.68	76	—	—	SE	—	3	0
Amoy.....	6 a.m.	29.61	78	83	—	ENE	5	—	0
Swatow.....	—	—	—	—	—	—	—	—	—
Faibok.....	5 a.m.	29.50	—	—	—	E	6	0	0
Yichow.....	—	29.53	—	—	—	—	—	—	—
Chefoo.....	—	29.52	—	—	—	—	—	—	—
Shanghai.....	—	29.53	—	—	—	NE	0	8	0
Shanghai.....	—	29.14	—	—	—	—	—	—	—
Shanghai.....	—	—	—	—	—	—	—	—	—
Shanghai.....	9 a.m.	29.05	84	75	—	W	—	—	—
Hongkong.....	10 a.m.	29.05	84	75	—	W	—	—	—
Victoria Peak.....	—	29.63	—	—	—	ENE	1	1	1
Gap Rock.....	—	29.67	—	—	—	NE	1	1	1
Hoihow.....	9 a.m.	29.67	75	—	—	N	—	—	—
Pakhoi.....	—	—	—	—	—	—	—	—	—
Phulien.....	5 a.m.	29.72	79	—	—	W	2	0	3
Toumran.....	—	29.71	81	—	—	—	—	—	—
S. St. James.....	—	29.73	79	—	—	—	—	—	—
Apurri.....	6 a.m.	—	—	—	—	—	—	—	—
Manila.....	10 a.m.	29.65	75	92	—	SSW	5	2	3
Legaspi.....	5 a.m.	29.73	77	—	—	SW	5	2	3
Manila.....	3 a.m.	—	—	—	—	SW	5	2	3
Manila.....	—	29.82	81	—	—	—	—	—	—
Manila.....	—	29.84	83	—	—	—	—	—	—
Manila.....	—	29.76	85	—	—	—	—	—	—

VESSELS IN PORT.

STEAMERS.

Courtfeld, Br. s.s., 4,897, J. Wiseman, 2
May, Mon 20th-May, Coal—M. B. K.
Drulair, Nor. s.s., 1,724, J. Hoag, 2d May,
Bangkok 18th May, Rice and Gen.—B.
S.
Empress of China, Br. s.s., 3,046, R. Archib.
R.R.R., 1h May, Vancouver, B.C., 2
April, and Shanghai 2d May, Mails
Gen.—C. P. R. Co.
Germany, Ger. s.s., 76, H. Flügel,
May, Sydney via Ports 6th April, Co.
—S. & Co.
Haiphong, Fr. s.s., 60, Pomfret, 32nd April
Haiphong 18th April, Ballast.—Wilks
& Co.
Henrik Ibsen, Nor. s.s., 2,060, J. S. Reinert
2d May, —M. J. 18th May, Coal—M.
K.
Hongkong Maru, Jap. s.s., 3,447, E. Ben,
May, —San Francisco 21st April, Hong
1st May, Yokohama 14th, Kobe 1
Nagasaki 17th, and Manila 23rd, A.
and Gen.—T. K. K.
Jacob Diederichsen, Ger. s.s., 630, A. Har
14th May, Haiphong and Hoihow
May, Rio de J., & Co.
Joshua Maru, Jap. s.s., 732, H. S. Smith,
May, —Tamsui via Amoy and Swatow
May, Gen.—O. S. K.
Kluikiang, Br. s.s., 1,232, H. A. Wavell,
May, Canton 27th May, Gen.—B. &
Kutsang, Br. s.s., 1,310, R. C. D. Bradley,
May, —M. J. 1st May, Gen.—J. M. &
Mandal, Nor. s.s., 1,193, H. G. Gabrielsen,
May, —Sailon 6th May, Gen.—Walls
& Co.
Marie, Ger. s.s., 1,169, P. E. Christiansen,
May, —Salina Cruz 20th April, Balla
C. C. S. Co.
Matibula, Ger. s.s., 831, A. P. Ulderson,
May, Haiphong and Hoihow 24th
Rice and Gen.—J. & Co.

THE UNIVERSITY OF CHICAGO PRESS

	From	Arrival	Day
Leang	Singapore	M. & C.	May 30
Santou	Naught	N. Y. C.	May 31
Yoy Maru	Shanghai	N. Y. C.	May 31
Fuelow	Japan	M. & C.	June 1
Blam	Singapore	H. A. L.	June 1
Yokohama	Japan	H. A. L.	June 1
Dortmund	Singapore	H. A. L.	June 2
Emp. of India	Robe	C. P. R. Co.	June 3
Klarit	Singapore	M. & C.	June 3
Myori Maru	Woj	N. Y. C.	June 4
Ischia	Singapore	C. & C.	June 4
Korea	Japan	P. M. C.	June 6
Nikko Maru	Thursday	N. Y. C.	June 8

Post Office

A Wall will close for:—
 Bangkok—Per *Rafak*, 30th May, 9 A.M.
 Singapore, Penang and Calcutta—Per
Kutava, 30th May, 10 A.M.
 Manila—Per *Zakro*, 30th May, 10 A.M.
 Europe, &c., India, *via* Taticorin—Per
Dalla, 30th May, 11 A.M.
 Macao—Per *Sur*, 30th May, 11.15 P.M.
 Swatow and Shanghai—Per *Kiangshong*, 30th
 May, 1 P.M.
 Swatow, Amoy and Tamsui—Per *Joshin*
Maru, 30th May, 5 P.M.
 Swatow and Shanghai—Per *Hangseng*, 30th
 May, 5 P.M.
 Batavia, Cheribon, Samarang, Sourabaya and
 Makassar—Per *Tijonara*, 1st June, 4 P.M.
 Hoibach and Hainphong—Per *Hope*, 2nd
 June, 8 A.M.
 Keelung, Shanghai, Nagasaki, Kobe, Yok-
 kaichi, Shimidzu, Yokohama, Honolulu and
 San Francisco—Per *Tenji Maru*, 2nd June
 11 A.M.
 Swatow—Per *Tenai*, 2nd June, 3 P.M.
 Manila, Amoy and Foochow—Per *Hat-*
chiu, 3rd June, 10 A.M.
 Europe, &c., India, *via* Taticorin—Per
Buado, 3rd June, 11 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama,
 Taticorin and Vancouver, B.C.—Per *Empress*
China, 4th June, 2 P.M.
 Tientsin—Per *Chupshing*, 5th June, 11 A.M.
 Manila—Per *Loonesang*, 5th June, 1 P.M.
 Manila—Per *Ruhi*, 6th June, 11 A.M.
 Moji, Kobe, Yokkaichi, Yokohama, Victoria,
 &c. and Seattle, Wash.—Per *Shawmwi*, 6th
 June 11 A.M.
 Europe, &c., India, *via* Taticorin—Per
Ernest Simon, 6th June, 11 A.M.
 Keelung, Shanghai, Moji, Kobe, Yokkaichi,
 Shimidzu, Yokohama, Victoria, B.C. and Seattle
 —Per *Yamato*, 6th June, 1 P.M.
 Singapore, Penang and Colombo—Per *Ken-*
caua Maru, 6th June, 5 P.M.
 Nagasaki, Kobe and Yokohama—Per *Niki*
Maru, 10th June, May, 11 A.M.
 Moji, Salina Cruz and Mexico—Per *Mari-*
 11th June, 4 P.M.

ownsville, Brisbane, Sydney, Melbourne, Adelaide.

Yokohama and Kobe - Per *Shing Maru*, 15th June, 11 A.M.
Yokohama and Kobe - Per *Shing Maru*, 15th June, 3 P.M.
Keelung, Shanghai, Moji, Kobe, Yokkaichi, Hsinghai, Yokohama, Honolulu and San Francisco - Per *Korea*, 15th June, 11 A.M.
Manila, P. Wilhelmshafen, Simpsonhafen, Melbourne, Matupi, Brisbane, Sydney, Hobart, Lancaster, New Zealand, Melbourne, Adelaide, Perth and Fremantle - Per *Manila*, 8th June, 4 P.M.
Cooktown, Zamboanga, Port Darwin, Thursday Island, Zamboanga, Cairns, Townsville, Melbourne, Sydney, and Melbourne, Adelaide, Perth, Hobart, Lancaster, New Zealand, and Melbourne - Per *Zealand*, 15th June, 1 P.M.

VISITORS AT THE HOTELS

HONGKONG.

Adams, P. R.	Harrison, J. L.
Alcalon, A.	Innes, Capt. F.
Hattiercombe, H. G.	Joseph, F. M.
Bennet, A.	Joseph, Mr. and Mrs.
Benson, R.	E. S.
Berry, T. R. E.	Kremer, P.
Blaney, Miss	Leighton, W.
Blaney, S.	Little, A. C.
Black, Dr. G. D. R.	Mandell, B.
Blum, A. B.	McArthur, J.
Bondar, E.	McIntosh, G. C.
Grayfield, T.	McIntosh, J. R.
Brewer, Mrs. N.	Vercey, J.
Bulmar, J. H.	Miles, W. A.
Burgess, R. C.	Wody, J. H. N.
Burns, W. J.	Nesbitt, P.
Bussiери, E. C. de	Newbold, W.
Carpenter, E. W.	Niedhardt, E.
Carter, A.	Packer, B. L.
Chandler, Mrs. H. W.	Pearse, Dr. W. W.
Colvin, H. E.	Peake, A. W. J.
Compton, Miss N.	Perkins, T. W.
Crook, A. H.	Pigden, A. W.
Dickinson, A. R.	Rae, E. H.
Dickson, G. W.	Rod, Dr. I.
Elarh, V. H.	Rucala, J. P.
Ridridge, T. J.	Ruffner, E. G.
Elias, W.	Shields, G. E.
Fischer, S.	Sloan, Mr. and Miss
Franklin, C. B.	Spittles, J.
Frost, B. L.	Stebbing, W. T.
Fuller, Denman	Sternberg, A.
Gardner, C. C.	Stevens, Rev. A. J.
Greif, Dr. W.	Thomas, H. P.
Haines, Mr. and Mrs.	Turner, G. S.
Hall, Capt. T.	Tullidge, G. W.
Fallows, E.	Vincent, A.
Hamilton, Mr. & Mrs.	Wallach, C.
	Whedon, Mr. & Mrs.
Harding, R.	A.
Harrison, A.	Woods, J. D.
Umphrey, Mr. & Mrs.	Wurburton, W. Egerton
W. F.	Youdan, Mrs. V. E.

PHAK.

Armstrong, J.	Hutchinson, Capt. and
Arcutt, E. F.	Mrs.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Arcely	despatch vessel	700	4	3,000	Commander C. T. K. Folier	Japan
Algerie	sloop	1,059	4	1,400	Commander E. H. Edwards	Yokohama
Aetrea	cruiser, 2nd class	4,365	10	7,000	Captain F. E. C. Ryan	Hongkong
Bedford	cruiser, 1st class	9,800	14	22,000	Captain S. E. Erskine	Japan
Bramble	river gunboat	710	6	900	Lt.-Comdr. Hon R. O. B. Bridgeman	Yangtze
Brimstone	river gunboat	710	6	900	Lieut.-Commander F. B. Noble	Hongkong
Britmart	sloop	1,070	5	1,400	Commander H. L. Majendie	Shanghai
Cadmus	water tank and tug	390	—	300	Master J. J. Wilson, R.N.	Hongkong
Chernab	sloop	1,070	6	1,470	Commander C. D. S. Raikes	Japan
Clio A	torpedo boat destroyer	306	6	5,700	Lieut.-Commander A. L. Gresson	Japan
Fancy	cruiser, 2nd class	4,350	10	7,000	Captain Roland Nugent	Hongkong
Flora	torpedo boat destroyer	275	6	4,000	Lieut.-Commander W. H. Darwall	Japan
Hamlet	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Dickens	Japan
Hart	torpedo boat destroyer	280	6	5,500	Captain G. C. A. Fremantle	Japan
Isis	cruiser, 1st class	9,800	14	22,000	Captain G. C. A. Mercusaux	Japan
Kent	cruiser, 1st class	14,100	18	30,000	Captain Clinton Baker	Japan
King Alfred,*	cruiser, 1st class	6,615	4	1,900	Lieut.-Commander S. H. Tennyson	Yangtze
Kinsha	river gunboat	1,070	6	1,400	Commander F. H. Walter	Borneo
Merlin	surveying ship	9,800	14	22,000	Captain G. W. Smith	Hongkong
Monmouth	cruiser, 1st class	1,180	3	800	Lieut.-Commander G. C. Walcott	West River
Moorehen	river gunboat	85	2	240	Lieut.-Commander R. S. Roy	Yangtze
Nightingale	river gunboat	150	0	6,300	Lieut.-Commander J. White	West River
Otter	torpedo boat destroyer	85	2	240	Lieut.-Commander A. R. Tickell	West River
Rohin	river gunboat	85	2	240	Lieut.-Commander Alan Dixon	Yangtze
Sandpiper	river gunboat	85	2	240	Boss, W. Straub	Hongkong
Salpe	torpedo boat destroyer	150	6	6,500	Commodore R. H. S. Stokes	Hongkong
Taku	receiving ship	1,150	6	—	Lieut.-Commander R. G. Clirey	Yangtze
Tamar	river-gunboat	180	2	800	Lieut.-Commander H. T. Attlay	Yangtze
Toal	river gunboat	10	6	6,300	Lieut.-Commander Stevenson	Japan
Thistle	torpedo boat destroy- er	155	6	4,500	Lieut.-Commander H. P. Douglas	Port Swettenham
Vivaro	surveying ship	920	4	700	Lieut.-Commander J. Kiddie	Hongkong
Waterwitch	torpedo boat destroyer	306	6	5,700	Lieut.-Commander hon. F. Knox	Yangtze
Whiting	river gunboat	195	3	150	Lieut.-Comd. J. H. R. V. Cottrell-Dormer	Yangtze
Widdow	river gunboat	150	3	150	Lieut.-Commander G. R. Livingstone	Yangtze
Woodcock	river gunboat	90	3	—		
Woodlark	river gunboat	90	3	—		

* Flying Flag of Vice-Admiral the Honourable Sir Hedworth Lambton, C.F., Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED
Alger	2nd class cruiser	4,320	22	1,000	Commander Fournier	Saigon
Argus	river gunboat	180	6	(7)	Lieut. Andouard	Hongkong
Brink	armoured cruiser	4,8	16	8,300	Captain Rochas	Shanghai
Décidé	gunboat	63	10	900	Lieut. de Linères	Shanghai
D'Entrecasteaux	1st class armoured cruiser	8,100	26	13,500	Capt. Thibault	Upper Yangtze
Jolly	river gunboat	100	0	500	Lieut. de Ma'ndrville	Yukon
Peibo	river gunboat	133	—	280	Lieut. Puch	Upper Yangtze
Takiang	steam-launch	8	4	7	Lieut. Demoulin	Kiang

Flagship of Rear-Admiral Perrin, Commander-in-Chief.

			Gunboats.				Reserve.		Saloon.	
Viper	...	...	...	75	—	—	...	...	...	...
Lion	...	...	...	50	—	—	...	...	...	...
Batouette	...	...	...	170	—	—	...	...	...	...
Boudier	...	...	...	140	—	—	...	...	...	...
Coronade	...	...	...	184	—	—	...	...	...	...
Cimeterre	...	...	...	140	—	—	...	...	...	...
Estop	...	...	...	141	—	—	...	...	...	...
Jacquin	...	...	...	200	—	—	...	...	...	...
Acberon	...	...	armoured gunboat	1,837	8	1,700	Lieut. Bertrand	...	...	Saloon
Alouette	...	...	gunboat	500	7	400	Commander Badin	...	...	Saloon
Comble	...	...	gunboat	500	6	500	Capt. L. Gervais	...	...	Saloon
Estursson	...	...	sub-marine	70	7	6,300	Lieut. Combet	...	...	Saloon
Fronde	...	...	destroyer	507	7	152	...	...	...	Saloon
Henri Riviere	...	...	river gunboat	150	6	61	Lieut. Mays	...	...	Saloon
Lynx	...	...	sub-marine	1,415	10	600	Commander Ragot de la Touche	...	...	Saloon
Manche	...	...	surveying ship	310	7	7,000	Commander De la Roche Karadranon	...	...	Saloon
Mousquet	...	...	destroyer	70	—	60	Lieut. Monnier	...	...	Saloon
Perle	...	...	sub-marine	30	7	5,000	Commander Mortenol	...	...	Saloon
Pistolot	...	...	destroyer	10	—	5,000	Lieut. Morris	...	...	Saloon
Protée	...	...	sub-marine	0 130	37	1,600	Capt. Drogot	...	...	Saloon
Redoubtable	...	...	battle-ship, reserve	180	8	1,700	Lieut. Seriot	...	...	Saloon
Styx	...	...	armoured gunboat	280	6	6,000	In Reserve	...	...	Saloon
Takou	...	...	destroyer	—	—	—	Commander Mortenol	...	...	Saloon
Vauban	...	...	torpedo-ship	—	—	—	Lieut. Bilal	...	...	Saloon
Vénus	...	...	torpedo-ship	—	—	—	...	...	...	Saloon

(*) Flagship of Rear-Admiral Richard Bay.
 Commanded by Mr. J. J. ... of the ...

